

Navy News

JULY 1998

80p

Competitions
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- ★ **WIN** A Camcorder – p14
- ★ **WIN** Mobile phone accessories – p25
- ★ **WIN** A Personal CD player – p25
- ★ **WIN** Festival of Sea tickets – p27
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First British carrier into the Baltic

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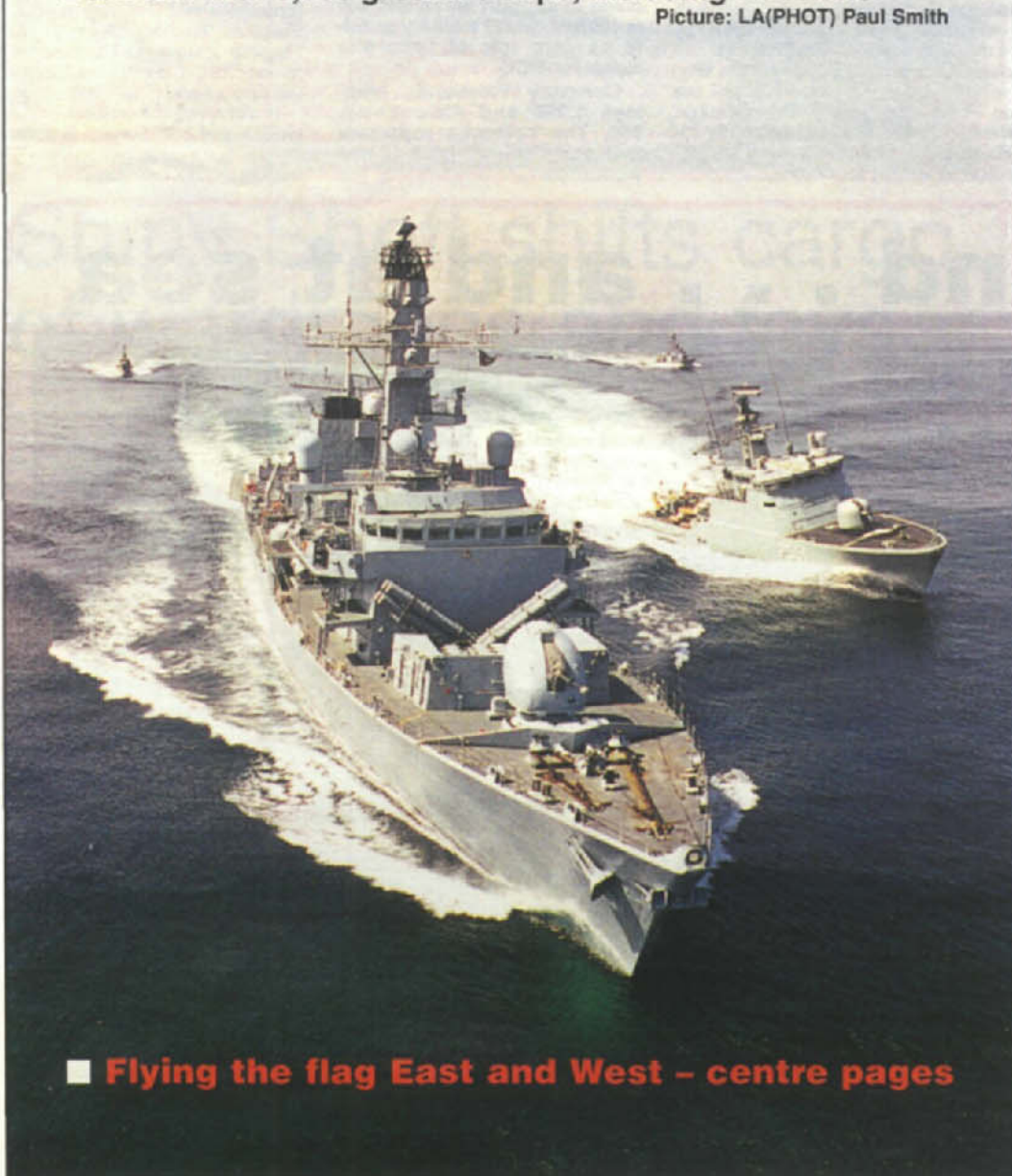


CURTAIN RISES ON RUSSIAN LINK-UP

Somerset's Eastern pursuits

HMS Somerset is pursued at high speed by Danish attack craft HDMS Hajen during Exercise Co-operative Jaguar, which saw more than 30 ships and 30 aircraft from six NATO and 11 Partnership for Peace nations exercise out of Denmark with 3,000 ground troops, including Russians.

Picture: LA(PHOT) Paul Smith



■ Flying the flag East and West – centre pages

HMS SOMERSET'S visit to Russia in June is being viewed by the Royal Navy as one of the most significant by a British warship in recent years.

As the first visit to take place under new naval initiatives, the Type 23 frigate's five-day stay in St Petersburg laid solid foundations for joint planning and training for peace-keeping, humanitarian and search and rescue operations.

The plans, first prompted by Prime Minister Tony Blair and President Boris Yeltsin last year, will be carried forward when Admiral Vladimir Yegorov, Russia's second most senior officer, makes a return visit to Britain this month. He plans to visit Plymouth with his staff on July 13-17, and will be embarked in the Russian destroyer Besskoiny.

Admiral Yegorov, Commander of the Baltic Fleet, will see how our ratings and officers are trained. He will have talks with the Flag Officer Sea Training, Rear Admiral Richard Lippitt, and will visit the training establishments HMS Raleigh and Britannia Royal Naval College Dartmouth.

And when the Besskoiny leaves she will conduct a search and rescue exercise at sea with a Type 23 frigate.

At St Petersburg, Admiral Yegorov met Flag Officer Surface Flotilla, Rear Admiral Peter Franklyn, for talks on board Somerset. The continuing discussions mark an important new stage in relations between the RN and the Russian navy, emphasised by the fact that Admiral Yegorov moved to St Petersburg from his Kaliningrad HQ for the entire duration of HMS Somerset's visit.

The ship's company and Royal Marines band embarked in the frigate played a full part in celebrations in St Petersburg marking the 300th anniversary of Tsar Peter the Great's stay in England in 1697-98.

Lt Cdr the Duke of Kent was in the city to join the celebrations and hosted a reception for distinguished Russian guests on board the British warship.

'500 vessels' to gather for Sea Festival

OVER 500 classic and traditional vessels are expected to take part in the International Festival of the Sea at Portsmouth in August.

Organisers say that among the vessels on show will be 30 tall ships and 30 Royal Navy ships of almost every type – including aircraft carriers.

Over 300,000 people are expected to visit the four-day spectacle on August 28-31. So far £3 million has been spent on producing and staging the show.

Main sponsors of the event, GEC, are working in partnership with the RN, Portsmouth and Gosport local authorities, and Flagship Portsmouth.

■ Ticket information – page 27.

MUSEUMS GUIDE

Due to a newsprint error in our June edition, the third and final part of our Museums Guide is being re-issued in this month's paper.

● HMS Cornwall approaches Cape Town – but her visit was to be cut short by further trouble in West Africa.
Picture: LA(PHOT) Steve Wood.



CORNWALL READY TO RESCUE BRITS

WEST AFRICA guardship HMS Cornwall cut short a programme of visits to South African ports to stand by for a possible evacuation of British nationals from troubled Guinea Bissau.

Cornwall was back off the West African coast as Navy News went to press, sent there as fighting continued between government troops and rebels following an attempted coup.

The ship, accompanied by the tanker RFA Oakleaf, left Cape Town a few days earlier than planned, and before 40 family members had flown back to UK after spending a week at the Cape.

The Ministry of Defence made the decision to redeploy Cornwall as a precautionary measure.

The Type 22 frigate's Commanding Officer, Capt James Rapp – who has succeeded Capt Anthony Dymock – said: "We are sad to say farewell to our families, but will approach this new task with our customary professionalism."

However, Cornwall was in Cape Town long enough to fulfil a plan to host a reunion for survivors of her wartime namesake, a cruiser sunk by Japanese aircraft in the Indian Ocean in 1942. Among the veterans were 30 South Africans who had been tracked down by Cornwall's chaplain, the Rev. Garth Petzer.

■ During the ship's visit to Walvis Bay, Namibia, officer cadets undergoing initial sea training on board helped build an orphanage. And the ship's company raised £3,000 to fly 13-year-old Hallasan Kumarah to England for life-saving medical treatment for cancer.

Ex-PoWs feel 'encouraged' after meeting Tony Blair

CAMPAIGNERS representing former prisoners of war of the Japanese said they were encouraged after a meeting with Prime Minister Tony Blair in which he agreed to review a ruling which prevents them continuing their claims for compensation against the Japanese government.

Cutback in helicopter repair group jobs

A TOTAL of 174 jobs are to go this year at the Naval Aircraft Repair Organisation's establishments at Fleetlands, Gosport and Almondsbank in Perth.

A spokesman for NARO said it was planned to reduce the complement by 137 at Fleetlands and 37 at the smaller Perth repair yard.

However, some of the posts involved were already vacant, and negotiations were being held with trade union representatives in the hope of making all necessary redundancies voluntary or through natural wastage and re-deployment.

Savings

The need to trim the workforce has resulted from a 20 per cent budget saving demanded of NARO by the Ministry of Defence.

The Organisation says that the cutbacks, which will also involve the possible demolition of redundant buildings, will be made in support areas and will not affect NARO's ability to fulfil its core role of helicopter repair for MOD.

Currently Fleetlands employs 1,250 and Almondsbank 350. The cutbacks represent just over ten per cent of the workforce.

At present legal opinion is that too long a period has passed to make any successful claim feasible.

A Downing Street spokesman said that the Prime Minister had a great deal of sympathy for the veterans and was moved by the accounts they gave him of the suffering in the PoW camps.

Mr Blair had promised to study the case put forward by lawyers representing the ex-prisoners although he did not want to raise false expectations.

In May, former Far East PoWs orchestrated protests and demonstrations in support of their cause during the visit to Britain by Emperor Akihito of Japan.

Firm to run arms show

A SPECIALIST company has been called in to help organise the new, biennial Defence Systems & Equipment International 99 exhibition.

DSEI Ltd, a subsidiary of Spearhead Exhibitions Ltd, will produce the show, working with the Defence Sales Organisation and Defence trade associations. DSEI 1999 will be held at the Defence Research Agency site at Chertsey, Surrey.

Training deal to save £28m

A DEAL between the Naval Recruiting and Training Agency, Flagship Training Agency and Flagship Training Ltd, is expected to save taxpayers £28 million in the next 13 years.

It will mean the transfer of 434 civilian and 550 Service posts to Flagship, who will be expected to market the NRTA's spare capacity.

Royal visits on land . . . and at sea



Duke spends Ajax Day with Logistic Regt

THE Duke of Edinburgh stops for a chat with Mne K. D. Stewart during his inspection of the Commando Logistic Regiment's Medical Squadron.

The inspection formed part of Prince Philip's visit to the regiment at its Chivenor HQ in his capacity as

Captain General of the Royal Marines. The event was held to mark Ajax Day which commemorates the part played by the Logistic Regiment in the Falklands campaign, when the Royal Marines landed at Ajax Bay.

Picture: PO(PHOT) John Lawther

Princess Royal in London's Puncher

ONE of the smallest ships in the Royal Navy, HMS Puncher, was visited by the Princess Royal for a spell at sea in the training vessel.

Princess Anne embarked at Portsmouth, while her husband, Capt Timothy Laurence RN, was guest on board Puncher's sister-ship in the First Patrol Boat Squadron, HMS Dasher.

As Chancellor of the University of London, the Princess's interest in Puncher stems from the fact that she is the training ship of the university's RN Unit, while Dasher is Bristol University's vessel.

Princess Anne and Capt Laurence met the RN crews of the ships, and undergraduates who belong to the units. They witnessed exercises in navigation, manoeuvring and man overboard procedures.



● Princess Anne meets HMS Puncher's Commanding Officer, Lt Cdr Tim Hulme during her trip to sea in the training vessel, during some very unseasonal weather at Portsmouth.



Pride of Cumbria

HMS CUMBERLAND has received the Freedom of the County of Cumberland (full report next month). Following a £25-million refit last year, the Batch III Type 22 frigate recently underwent final preparations for her operational sea training that will send her on her way to an eight-month deployment starting in the autumn. Earlier this year she took part in the major NATO exercise Strong Resolve.

Shiny Sheff shifts cargo of wardrobes and toys

OVER 200 collapsible wardrobes formed part of HMS Sheffield's cargo as she left Devonport for a five-month tour of duty as West Indies Guardship.

They are earmarked for the island of Montserrat, still under threat from its volcano, where the Type 22 frigate will be available to give humanitarian aid in the event of a fresh eruption.

During a visit to Barbados, the ship will also embark a big consignment of toys that have been collected for

the children of Montserrat.

During her deployment, HMS Sheffield will provide a UK presence at the Independence Day celebrations of Trinidad, St Kitts, Dominica and Barbados and will take part in the USA celebrations at Key West.

She will be working with agencies from the USA and West Indian island states to help in anti-drug smuggling operations.

● See also page 4.

Double Johnnie Walker, please!

SHOWING a strong likeness to his famous grandfather, Capt Patrick Walker poses beside the full-size model of Tom Murphy's striking statue of Capt F.J. 'Johnnie' Walker CB DSO***, leading hero of the Battle of the Atlantic.

The 7ft 6in statue is to be erected at the Pier Head Liverpool, in October. Capt Pat Walker, who is currently Captain Naval Ship Acceptance, was invited to lunch on board HMS Liverpool as she visited her affiliated city and later called at the sculptor's studio.

Some 65 per cent of the £50,000 cost of the bronze statue has been raised, the remainder being underwritten in the short term by Liverpool City Council. Donations payable to 'Captain Walker RN Memorial Appeal' may be sent to Mr P.Eustace, 21 Hilltop, Loughton, Essex IG10 1PX.



HOW 'DATA DELUGE' MAY SPREAD THE FOG OF WAR

Jane's warns of information 'stampede'

WHEN it comes to interoperability between the Armed Services – our own and those of our allies – the communications explosion is increasingly becoming a mixed blessing.

This is anyhow the keynote of the foreword to the 101st edition of Jane's Fighting Ships, in which Editor Richard Sharpe wonders whether it is adding to, rather than subtracting from the fog of war.

He quotes Clausewitz: "A great part of the information obtained in war is contradictory, a still greater part is false, and by far the greatest part is uncertain."

And then comments wryly: "You have to be pretty optimistic to believe that machine talking to machine at hitherto unknown rates of speed and capacity leads to anything other than a greater measure of uncertainty."

While the most far-reaching effects on maritime warfare doctrine were being caused by the huge leap in communications capacity, this was not uniformly spread across all the major navies, he warns.

"The US is far ahead of the rest of the field in the development of command systems and, as a result, interoperability even with NATO partners is a source of growing concern. Trying to integrate some of the smaller countries into a joint maritime operation can be even more difficult."

The current enormous volume of communications traffic was possible because of the attendant expansion of satellite capacity and computer software.

"While many enthuse over the prospects for changing the face of future warfare, some of those at the coalface are keen to point out that this is all happening in a benign satellite electronic environment, and that evolving doctrines must take more account of the effects of future hostile actions against the space-based hardware, the communications links and the controlling computer software."

"Satellite hardware in geostationary orbit is under all circumstances operating in a naturally unfriendly environment, and must have maintenance-free reliability, which does not of course exist."

"It is also vulnerable in war to space-based destructive systems, to exo-atmospheric nuclear bursts and to high-powered terrestrial

lasers. These are not yet the weapons of minor powers, but if war fighting strategy is to become dependent on space system architectures, they are factors which cannot be ignored by the military planners."

Another threat was the penetration of defence computer systems by hackers – usually only reported when the perpetrators were brought to trial.

"Even so, it happens often enough to raise significant questions over the potential for hostile disruption and deception of world-wide command systems."

Capt Sharpe concludes: "If, as seems likely, all the major western navies are reworking their strategies to meet the needs of expeditionary warfare and power projection, the issue of interoperability between nations, which has always been important, is also becoming critical."

"If there is one thing that the exponential growth in the computer industry ought to have taught us

by now, it is that user friendliness and reliability are not high on the manufacturers' List of priorities, nor is it yet in the commercial interests of those who install the kit."

"So if the military want some stability, in order that training and operating coherence can be extracted from the impending chaos of a new data deluge which is no longer restrained by communications capacity, it is going to have to say so with a very loud voice."

"Up to now, such interoperability as exists between different Services and different nations has been achieved by the exercising of common practices through shared communications links. This experience is in danger of being submerged in the stampede for information dominance."

"Certainly within formal alliances such as NATO, someone needs to be doing some disciplined conducting before the whole orchestra starts playing from different scores."

JACK ET JACQUES

Un Whiff de Gaulloises (et de curry, aussi)

(Dans une très petite cabine on board HMS Grafton en high summer)

'Phew! Qu'est-ce que c'est que vous avez mangé aujourd'hui, Jack?'

'Pour déjeuner, les baked beans sur toast et pour dîner le chicken vindaloo, Jacques. Pourquoi vous me demandez?'

'Parce qu'il y a un dégoutant pong dans notre cabine ce soir, Jack, c'est pourquoi! C'est intolérable pour un homme de ma sensibilité! Le "Chicken vindaloo"? C'était more like "Un Chien Andalou", je crois, roti sur un slow feu!'

'Oh excusez moi, Jacques! J'ai put up avec vos fags parfumés qui essaient sans succès à déguiser les overwhelming gusts de garlic que vous envoyez! Voyons – let's ouvrir les portholes to bring some frais air into ce sujet, eh?'

'Bien sur, Jack! Pour starters, le garlic est bon pour le sang – c'est proven par les medics! Et aussi, le garlic ne crée pas un build-up de methane gaz, tres inflammable et donc un majeur hazard dans un warship!'

'C'est un load de cobblers, Jacques! Vous pouvez stuffer ça up votre derrière!'

'Si seulement vous would, Jack! Ça resoudrait le problème! Ce n'est pas very nice pour les Wrens dans ce bateau, apart from moi!'

'Let moi tell vous une histoire, Jacques, puisque vous avez raised le question des Wrens. Et ceci est une vrai histoire. Dans 1946 les Wrens à HMS Drake à Plymouth, elles ont complained about les matelots breaking vente dans le barracks cinema. Et les powers that be, ils ont institué un special patrol. Oui, c'est vrai! Les offenders étaient put sur un charge pour "Conduct likely to offend les female ranks".'

'C'est absolument correct, Jack! J'applaud ça! Ils étaient ahead of leur temps à HMS Drake en 1946, je crois!'

'Yeah, maybe vous êtes right, Jacques – mais mon grandad, qui était un membre du même patrol, il m'a once dit que c'était la faute des seconde-rate films! Les off-colour remarks et les raspberries from l'audience étaient plus entertaining than les films, il m'a dit. Un instance qu'il a remembered a involvée un crummy musical de Fred Astaire et Ginger Rogers. Il y avait une scène in which Fred et Ginger sont trying to 'ave un snog dans un shop doorway, leurs efforts continually thwarted par un gendarme strolling past. Enfin, un rating a exclamé: "Clear off!" Ou mots a cet effet...'

'D'accord, Jack. C'est une bonne histoire – mais pour le moment, ouvrez les portholes un peu more, je vous en prie!'



(Le Type 23 frigate HMS Grafton est, à ce very moment, patrolling dans le Persian Golfe, average daytime température en Juillet 39C)

Illustrations par TWA





Drafty... War Drafting Control Office



Full-time option helps reserves to fill the gaps

A LESS well known, but crucial, section of Naval Drafting Directorate (NDD) is that of the War Drafting Control Office (WDCO).

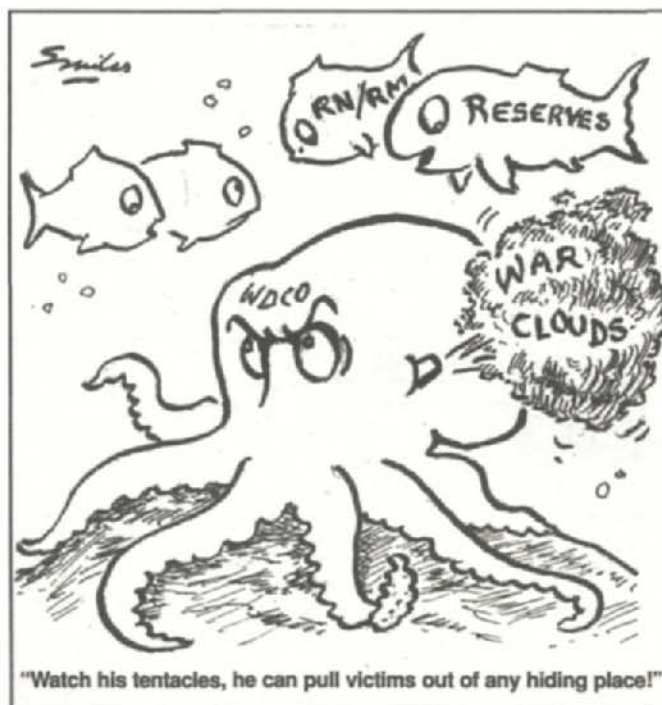
This section is unique to the drafting organisation and is responsible for co-ordinating the allocation of RN active service and reservist rating manpower to crisis and war billets, as well as administering all RN and Royal Marines ex-regular rating and other-rank reservists.

In the last year, the section has also assumed the busy task of managing the full-time reserve service scheme which is covered below.

Crisis exercises

NDD plays a central role in crisis regeneration exercises, the WDCO being the co-ordinating section in the Drafting Directorate for such evolutions and the next major exercise is a six-month tri-service exercise in the early part of the year 2000.

An exercise on such a scale will require considerable dedicated planning and the involvement of many personnel, but should prove



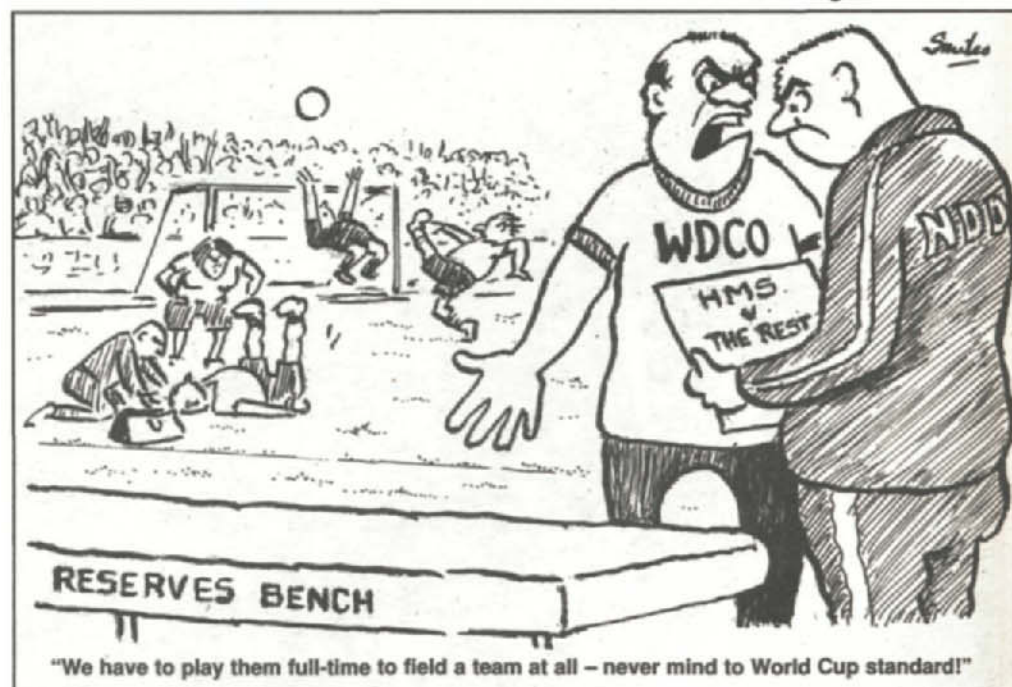
to be invaluable, especially as it will also be the first such exercise following the current Strategic Defence Review, whose recom-

mendations and 'downstream' actions should have been implemented, at least in part, by then.

RFA 96

The Reserve Forces Act (RFA) provides considerably more flexibility in the use of reserves than RFA 80 did, making the roles of Reservists more relevant to today's needs. The new act covers females and allows reservists to be used, for example, in UN peace keeping operations, something which could never have happened under the old Act. As a result of the new legislation, the ex-regular reserves have taken on a new structure.

For ratings and other ranks, the old Royal Fleet Reserve has assumed the title of Royal Fleet Reserve (Non Commissioned) or



RFR(NC) for short, and the old Pensioner Reserve has become the Recall Reserve (RR).

Which Act?

The new powers over Reservists in RFA 96 apply only to those who joined the service on or after 1 April 1997 or those who subsequently elect to be subject to the new Act and, from that date on, RFA 80 members assumed a special status, becoming known as transitional members. The 1980 Act and the 1996 Act will therefore continue to be in force together for many years. The option to elect to transfer to RFA 96 is offered to all ratings/other ranks during their release routine with the pros and cons of each being explained to individuals at that time. Any Reservist may elect to come under RFA 96 at any other time.

Liability

Under the new legislation, total reserve liability will normally be six years. Whether this is served in the RFR(NC) or RR basically depends on whether the rating has completed 22 years or not. Full details are provided at the appropriate time. Under RFA 80, liability is three years for transitional members of the RFR(NC) and 55 years of age for RR.

Commitment

One of the obvious benefits of RFA 96 to date has been a scheme called Full Time Reserve Service (FTRS) which, in peacetime, enables RFR and RNR personnel to be employed on a voluntary basis to fill empty active service billets that would otherwise remain gapped.

WDCO co-ordinates and manages the scheme for all ratings of both the RNR and RFR(NC). The scheme is not available to Pensioner Recall Reservists.

FTRS can be for up to two years and in each case a formal agreement is drawn up between the Service and the individual.

In some cases, RNR ratings apply for a specific billet which is known to be a long-term gap, otherwise, they may state their preference for FTRS employment, either in specific or general terms, and Drafty will do his best to identify a suitable gapped billet.

Naturally, FTRS employment is dependent on a suitable job being available so it cannot be guaranteed, but the more flexible an applicant can be, the better the chance of a commitment.

There are currently 100 reservist ratings, mostly from the RNR, on FTRS commitments and about 25 of them are in ships. Others are serving in a variety of billets, in particular, shore comms and ops.

So, who benefits from a scheme such as this? The answer is 'everyone'. From the Service's point of view, the scheme is helping to provide manpower to units which would otherwise remain gapped while, to most reservists, there is the obvious attraction of defined employment without having to commit themselves for several years, as well as, in the case of RNR, opportunities for further training and experience.

Any reservist interested in FTRS should apply through their reserve training centre if RNR or to the Registrar of Reserves (WDCO) if RFR(NC).

In addition to, but not associated with, the new legislation, there

are now opportunities for engagements of up to two years for some categories of reservist under the Special Short Service Engagement scheme and any interested ex-regular reservist should initially contact the Registrar or their RTC, if RNR.

The War Drafting Team

THE WAR DRAFTING Control Office staff, with Centurion Building extension numbers, are:

WDCO and Registrar of Reserves: Lt Cdr Nigel Parry 2384

A/WDCO and Office Manager: POWWTR Tracey Newell 2105

Office Writer: WWTR Karen Warman 2485

Reserves Administration

Royal Navy Pensioners:

Mrs Pauline Bennett 2046

RM RFR (A to K):

Mrs Mary Parry 2253

RM RFR (L to Z):

Miss Lisa Whitcher 2199

RM RFR/Pensioners:

Mrs Gail Brooker 2513

RFR Annual Reporting & FTRS:

Mr Ron Harley 2252

SITUATIONS VACANT

CPO(AH) Yeovilton-based shore billet, manpower control duties, required Nov 98 for over 12 months.

AEM Collingwood based shore billet, security duties, required Sept 98 for six months.

AEM Sultan-based shore billet, security duties, required Sept 98 for six months.

AEM Excellent-based shore billet, security duties, required Sept 98 for six months.

MEM1 Portsmouth-based HMS Quorn, sea-going billet, MEMOC/AMC required from Mar 99 for 30 months.

MEM1 Falklands-based HMS Dumbarton Castle, sea-going billet, MEMOC/AMC

required from Mar 99 for six months.

POMEM(M) Northwood-based HMS Warrior, Shore billet, plant operator ME 409 required Dec 98, time in job to be arranged.

POMEM(L) Portsmouth-based sea-going billet in HMS Illustrious, normal POMEM(L) duties, required Jan 99 for 30 months.

POMEM(W) Portsmouth-based sea-going billet in HMS Exeter, ME410/502 OR GE 41 required Feb 99 for 30 months.

POMEM(W) Portsmouth-based sea-going billet in HMS Southampton, ME410/502 OR GE 41 required Feb 99 for 30 months.

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Newcastle brings aid to Montserrat

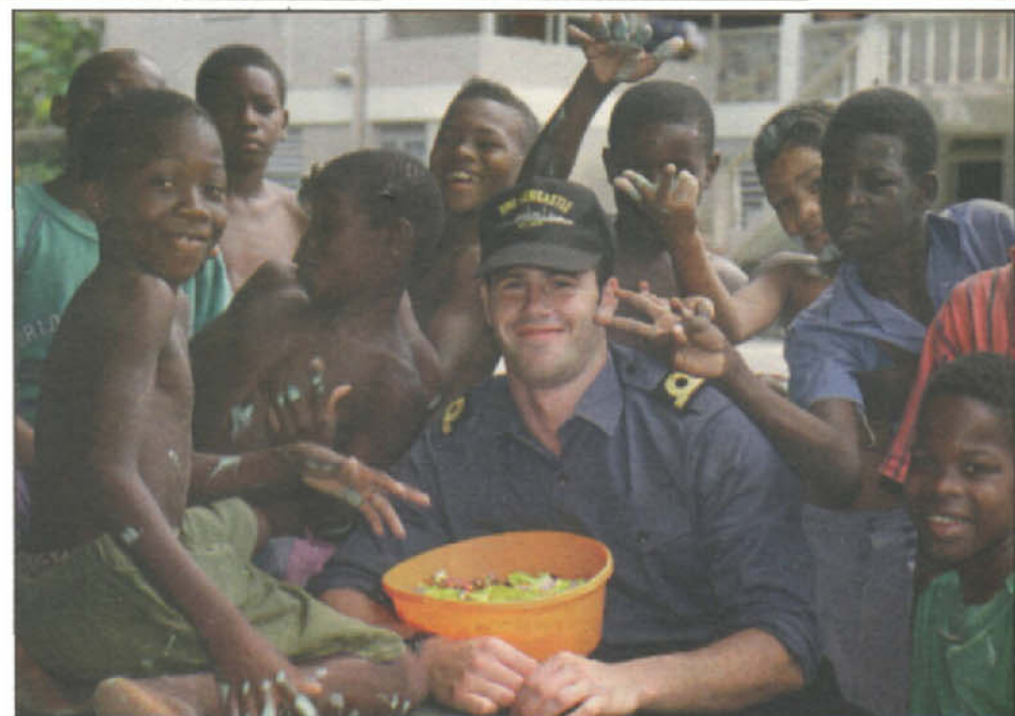
THROUGHOUT HMS Newcastle's time in the Caribbean the ship gave regular assistance to the Governor and the remaining residents of Montserrat.

Support for the volcano-stricken island has included building shelters, retrieving essential goods from the exclusion zone and help with reconstructing schools.

The ship also took about 120 local people on an emotional tour of the island, where many saw the extent of the destruction caused by the volcano for the first time.

Newcastle is due to return to Portsmouth on July 10 after handing over her West Indies Guardship duties to HMS Sheffield at the end of June.

● Right: S/Lt Johnson at the children's shelter in Anguilla after Newcastle and RFA Black Rover sent volunteers to help repair damaged buildings as part of 'Youthquake' project. Picture: LA (PHOT) Chris Brink.





● Fine lines – the graceful bows of the HMS Edinburgh, showing her unique fo'c'sle "garden wall".

Destroyer is Scotland's capital ship

HMS Edinburgh enjoys a particularly close relationship with her affiliated city and namesake.

Her Commanding Officer, Cdr Jack Tarr, points out that as "Scotland's capital ship and Fortress of the Sea" travels the world, she carries with her Edinburgh's own Glenkinchie whisky and Edinburgh Ale, served in finest Edinburgh Crystal.

Her latest refit was naturally carried out at Rosyth, facing Scotland's capital city across the Forth, and on completion in 1996 she sailed to her new base port of Portsmouth.

The Type 42 destroyer is a Batch 3 stretched version, with longer bows – and Edinburgh has a dis-

tinctive raised "garden wall" around her fo'c'sle.

From August 1996 until March last year the ship was on Armilla Patrol in the Gulf, punctuated by a Christmas stand-off in the South African city of Durban.

She also acted as Royal Yacht escort for the Prince of Wales' visits to Kuwait, Bahrain and Qatar.

The rest of 1997 saw her operating in home waters, including Staff College Sea Days, Perisher running – the submarine commanders qualifying course – Joint Maritime Course and visits to Edinburgh (Leith) and Esbjerg in Denmark.

This January brought a spell of training in preparation for her Falklands deployment, which started in April and will see her through till autumn.

Visits to Oporto, Tenerife and

Brazil – Recife and Rio de Janeiro – on her voyage south will be complemented by stops at Venezuela, Chile, Peru and Antigua on the way back to the UK at the end of the deployment. There are also plans to exercise with the Chilean and Brazilian navies.

Type 42 destroyers were originally intended to replace the County-class ships of the 1970s, but technological advances have given them much wider capabilities than their core role as area air defence platforms.

Able to defend a whole formation of ships against air attack, Edinburgh's main weapon is the British Aerospace Sea Dart system, capable of engaging incoming aircraft or missiles out to a range of 40 miles using a semi-active homing missile which weighs three-quarters of a ton and flies at twice the speed of sound.

BATTLE HONOURS

Ushant.....	1747
Cape Francois.....	1757
Syria.....	1840
Baltic.....	1854-1855
Norway.....	1940-1941
Bismarck.....	1941
Atlantic.....	1941
Malta Convoys.....	1941
Arctic.....	1941-1942

Facts and figures

Class: Batch 3 Type 42 destroyer
Pennant number: D97
Builder: Cammell Laird, Birkenhead
Launched: April 14, 1983
Commissioned: December 17, 1985
Displacement: 4,800 tonnes
Length: 141 metres
Beam: 15.2 metres
Draught: 5.8 metres
Complement: 26 officers and 275 ratings
Machinery: COGOG: Two Rolls-Royce Olympus gas turbines; two Rolls-Royce Tyne gas turbines, two shafts
Speed: In excess of 30 knots
Armaments: BAe Sea Dart SAM; Vickers 4.5in Mk8 gun; two triple torpedo launchers; 20mm and 7.62mm machine guns; General Dynamics Vulcan Phalanx system
Aircraft: Lynx helicopter, carrying Sea Skua anti-ship missiles and Stingray torpedoes
Affiliations: The City of Edinburgh; XI (F) Squadron, Royal Air Force; Royal Air Force Buchan; The Royal Scots (The Royal Regiment); TS Forth; TS Beatty; TS Trinity; Fettes College; The Scottish Division of the Institute of Directors; Edinburgh Crystal; The Caledonian Brewery; 8 Squadron, Royal Air Force; The Glenkinchie Distillery.

To order black and white postcards of the 'Ships of the Royal Navy' series please contact Sarah Geary in the Business Department on 01705 826040

Six ships, nine names

Six warships have now carried the name HMS Edinburgh, the first being a fifth-rate carrying 32 guns, originally the Scottish Navy's Royal William, but renamed on joining the Royal Navy as part of the Act of Union.

She ended her days in Harwich in 1709, deliberately sunk as a breakwater.

She was succeeded by the Warspite, rebuilt at Rotherhithe in 1715 as a 70-gun ship and renamed Edinburgh. Rebuilt in 1721 and 1744, she enjoyed a long and successful career, winning battle honours at Ushant and Cape Francois before she was broken up in 1771.

It was 40 years before the third Edinburgh appeared. The third-rate of 72 guns saw action at Anzio, sailing through heavy battery fire to engage a French convoy – without losing a single sailor – in 1813.

Recommissioned in 1833, she won battle honours at the blockade of Syria and in the Baltic operations of 1854-55, where she served as flagship and boasted a new steam engine. She was broken up for scrap in 1865.

In 1882 the battleship Majestic was renamed Edinburgh. She was the first to use steel in her general construction, and the first RN ship to carry composite armour plating. She was also the first British battleship to carry breech-loading guns. She was scrapped in 1910.

The fifth Edinburgh was a 10,000-ton cruiser



● HMS Edinburgh pictured shortly before she was scuttled in 1942.

launched in 1938, a sister ship to HMS Belfast. She was involved in much convoy work, and won five battle honours before meeting her end on Convoy QP11.

She was carrying gold from Murmansk when hit by two torpedoes from U456 which almost crippled her. With assistance she managed to make some headway back to Russia, but suffered more damage in an attack by three German destroyers days later. Although she sank one, the order was given to abandon ship and she was scuttled.

Her cargo of gold bullion, valued at £45 million, was salvaged from 900ft in 1981.



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JACK

... THEN OFF HE GOES AGAIN UNDERWATER FOR THREE MONTHS - IT'S A LOT TO PUT UP WITH.



BY TUES



YOU'RE LUCKY. I HAVE TROUBLE GETTING MINE TO WASH HIS HANDS.

Rung for Rodney?



I RECENTLY unearthed what looks to be the original bell from HMS Rodney in 1927. Could any reader say if it is genuine and where it has been resting all this time? - Lt Cdr M.A. Critchley, Liskeard.
HMS Rodney, holder of the Bismarck Battle Honour and ten more from World War II, was broken up at Inverkeithing in 1948 - Ed.

Done a bunk

I WRITE to correct a statement by Stanley Doughty in the May issue's unusual experiences at sea feature.

I served in HMS Birmingham as a sick berth attendant and recall that one afternoon a Chinese laundry hand was brought to the Sick Bay with an interpreter, complaining of severe abdominal pains.

He was examined by a Surg Lt Cox and it was decided to keep him in the Sick Bay overnight with the view of a possible appendectomy operation the following day.

In the morning it was found that he was not in his bunk and it was thought he was frightened and had made his way back to his own quarters.

That area was searched first and then the whole ship, but to no avail. He was never seen again. - A.G. Rose, Dagenham.

Shown up by sample drugs test system

TODAY, for the third time in 18 months, I have been required to give a urine sample for analysis by the Compulsory Drug Testing team.

While I fully appreciate the rationale behind CDT, I cannot understand why, in the tri-service environment in which I work, only the RN and Army are tested.

The RAF element here think it hugely funny that a 49-year-old Warrant Officer in the RN has to undergo this indignity while a 19-year-old airman, who regularly frequents night clubs and discos, is apparently trusted and exempt.

Something is clearly very wrong. Since I am the only RN Warrant Officer serving with the 9th Signal Regiment, I have no reason to request anonymity. - WO(CT) J.C. Shaw, MBE, BFPO 59.

Striking in and out

THE 50th anniversary of the founding of the state of Israel reminded me of when I was serving in the tank landing ship HMS Striker.

On June 30, 1948 I witnessed the lowering of the Union Flag on the harbour offices in Haifa and evacuated 40 RM Cdo, the last British troops to leave. We had spent much of the summer moving a vast collection of equipment down to the canal zone from Haifa or Jaffa.

With the various factions at war with each other in Palestine this period was not without incident and we had frogmen searching the ship's hull for limpet mines while we were in port, and dropping small charges over the side to deter others from planting them.

Earlier in April the Jewish defence force Haganah had attempted to capture Haifa but had been repulsed by the Commandos, and Striker rushed 42 Cdo there as reinforcements.

They were given the task of holding the Haifa enclave on top of Mount Carmel while all remaining British personnel prepared for withdrawal.

They found themselves between the rival forces with each side sniping and shelling, and their powers as international arbitrators were tested to the full.

When the day came for the final

evacuation we were all expecting trouble from one side or another and we could see ourselves as sitting ducks as we slowly made our way out of the harbour.

However, it was comforting to see a good number of the Mediterranean Fleet including the carrier HMS Ocean and the cruisers HMS Phoebe and Euryalus outside the breakwater.

The Union Flag was lowered by Marine Bugler Joseph Noakes of Dagenham and a comrade sounded the general salute.

The remaining Commandos then came aboard leaving a collection of their dogs on the quayside.

Our bow ramp was raised, the bow doors closed and we were on our way to Malta where we arrived without trouble three days later.

- R. Turner, Bournemouth.

High costs for singles serving far from home

AS A SINGLE homeowner about to be drafted ashore following a three-year sea draft I was disappointed to discover just how unfavourable the new 'Get You Home' package is for unmarried personnel.

While married personnel are entitled to 24 GYHs per annum, those of us who choose to remain single have to make do with two.

Does this mean that single people in today's Armed Forces do not have a home life worth visiting? I have served for ten years, and in that time have purchased a house in Northern Ireland, because that is where my family and friends live.

Single home owners have similar outgoings to a childless married couple, yet if I decide to go home just once a month while serving ashore in England, it will cost me at least £1,500 a year. A married person can go home twice a month to the same address and it will cost nothing. Why?

This country has more single home owners now than ever before. Clearly the MOD must reconsider the present ratio of allowances between married and single personnel and try to make the whole package more attractive to everyone. - Name and unit supplied.

Anthony was first

HAVING read the article about HMS Cromer (May issue) I note that it is claimed she was the first ship to enter Diego Suarez harbour. I would like to question that claim.

I was in Courier Bay with the invasion convoy, from where the assault on Diego Suarez was made.

The landing was successful, but the advance was held up at a narrow defile through the hills which was covered by a battery of 75s.

To break the stalemate the destroyer HMS Anthony embarked 50 Royal Marines.

They stormed the harbour, landing at Deep Water Quay, and took the town from the rear.

HMS Anthony then returned to Courier Bay, where she was cheered through the convoy. Therefore surely the honour of being the first ship to enter Diego Suarez harbour must go to HMS Anthony?

HMS Cromer may well have been the first ship to enter the harbour when the invasion convoy entered after the surrender. - C.S. French, Redhill.

Crimean casualty?

WHILE serving in Korean waters in 1952 a number of the crew of HMS Morecambe Bay volunteered their services to the British Army.

They thought the war had gone on long enough and wanted to get ashore and end it quickly.

They donned their No. 8s, complete with boots and gaiters, and were taken ashore in Korea to join up with the Canadian 22nd Regt in the Imjin River area where they joined a 4.2 in mortar battery which kept up a continuous fire on enemy positions.

By this time they had been given Army combat gear but refused to give up their white hats until enemy snipers started firing at them as they were so easy to see.

They were with the Army for two months, moving from regiment to regiment as no-one really wanted sailors with them - especially when told they had only come to finish the war for them.

The lads - they were called 'Farnol's Foot' after their CO, Capt J.J.E. Farnol, DSC - eventually came back to be greeted by their messmates with the cry: "You lot still alive? Green rub!" - P.D.G. Turk, Farnborough.

Cavalier young at heart

REGARDING the current campaign to save the World War II destroyer HMS Cavalier, I have visited her at the former Hawthorn Leslie shipyard at Hebburn to take photographs and enclose one your readers may like to see.

There is some damage to the sea boat on the port side but overall she does not look in too bad condition for a ship 54 years young.

I do believe every effort should be made to keep and restore this valuable vessel for the present and future generations. - R. Mordecai, Rhyhope, Sunderland.



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Three ships return to Devonport from the Gulf and the Atlantic

Hello, hello, hello



● Welcome home – families gather on the waterfront at Devonport to greet HMS Coventry on her return from Armilla patrol.

Picture: LA(PHOT) Dave Whittaker (Drake).

THREE ships have returned to Devonport after deployments which took two of them to the heat of the Gulf and the third to the cold, rough seas of the Southern Atlantic.

First back was RFA Grey Rover, which has been duty tanker in the South Atlantic since she left Devon two and a half years ago.

The civilian crews have been manning the ship in rotation since then – but it fell to the final crew to write a piece of Royal Fleet Auxiliary history.

Grey Rover became the first RFA ship to navigate the Beagle Channel off Southern Chile, and then the men became the first RFA crew to land on Cape Horn.

Her duties while in the Southern Hemisphere included supplying the Royal Navy's Falkland Islands guard-ship, carrying out territorial water patrols of her own, and shuttling supplies to the remote islands of South Georgia.

Shortly after Grey Rover came HMS Herald, which had spent four months on a 15,000-mile deployment to the Middle East with three Sandown-class minehunters from the Third Mine Countermeasures Squadron.

The task group, which included RFA Diligence, conducted ten visits over six weeks as the minehunters demonstrated their capabilities in the difficult waters of the Gulf.

Herald, an ocean survey vessel, assumed her war role as command platform for the MCM Commander during multilateral exercises off Bahrain, and at other times concentrated on her core role, scanning the seabed to assist minehunting operations.

She also conducted hydrographic surveys of beaches, harbours and



● Happy to be home – three members of HMS Herald's ship's company return the greetings from the jetty.

approach lanes to ports.

The ship made a short stop in Malta before her return to the UK.

The final ship of the trio was also in the Gulf.

Type 22 frigate HMS Coventry was on Armilla patrol, which includes boarding operations in search of illegal cargoes.

But while on station tensions heightened as Saddam Hussein defied UN weapons inspection teams, and the

frigate was forced to cancel visits to Singapore, India and Thailand when families were due to fly out to meet them.

Instead Coventry became carrier escort as HMS Invincible deployed, followed by HMS Illustrious.

When the crisis was defused, and the carriers had gone home, Coventry continued her bread-and-butter duties until she returned to Devonport last month.

Air days promise spectacular shows



● Blue skies – HMS Heron at Yeovilton is the home of the Royal Navy's Sea Harrier squadrons.

TWO ROYAL Naval air stations in the West Country are promising plenty of thrills and fun this month.

HMS Seahawk – RNAS Culdrose, near Helston in Cornwall – offers "probably the most exciting day you'll have this summer" with its air day on **Wednesday, July 15** (gates open 9.30am).

There will be a flying display by the Red Arrows and demonstrations by NATO jets, as well as aerobatics from civilian teams.

Back on the ground will be sideshows, trade stands and amusement rides, a craft fair, exhibitions, demonstrations, commercial helicopter rides and aircraft on display in the static aircraft park.

Admission for adults and children over 12 years is £5 in advance, £8 on the day. Under 12s will get in free when accompanied by an adult.

The Culdrose Air Day Information Line is 0891 884567.

Over at RN air station Yeovilton their air day on **Saturday, July 18** will celebrate 40 years of commando helicopter operations with Europe's largest commando air assault demonstration.

An extensive flying programme will also feature Sea Harriers,

Funseekers look to the skies

which are based at HMS Heron at Yeovilton, commando helicopters, the Royal Jordanian Air Force, the French Super Etendard, the Red Arrows, the Battle of Britain Memorial Flight and the Army Air Corps' Blue Eagles.

Ground attractions again include a funfair, sideshows, vintage vehicles, Service displays, pleasure flights and a picnic area.

Air Day ticket-holders will get reduced admission to the Fleet Air Arm Museum.

Admission prices for adults are £7 in advance (£10 on the day), and for children under 16 and OAPs £3 (£5 in advance).

Family tickets for two adults and up to four children will be £25, and children under five go for free. The

gates will open at 9.30am.

The Yeovilton Air Day Information Line is 0891 884599.

Information on both air days is also on the Royal Navy's website at www.royal-navy.gov.uk.

■ RN air station Portland is planning a final fling on October 17 before it closes early next year.

Apart from flying displays, fire-fighting demonstrations, a Royal Marines band and field gun runs, it is hoped that every type of aircraft which has flown from HMS Osprey since the base was commissioned in 1959 will be on static display.

A raffle will be drawn on the day, with a first prize of a Ford Ka. Admission to the air base will be free.



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People in the News



● Back together – four men who served in HMS Broadsword during the Falklands War were briefly back in harness at Flag Officer Surface Flotilla (Devonport) after 16 years. From top, Cdr (now Capt) Dick Madge (Senior Officer), WO(MEA) Steve Revill, WO(MEA) Neil Pattison and WO(OPS)(R) Paddy Shine.

Jutland veteran meets his modern counterpart

Centenarian strolls down memory lane

TWO sailors from HMS Marlborough met to swap notes about the Royal Navy past and present.

Fred Morris joined the battleship HMS Marlborough in May 1915 at the age of 16.

And as the Jutland veteran prepared for his 100th birthday this month, 17-year-old MEM Mark Elsy, the youngest member of Type 23 frigate HMS Marlborough, travelled to meet him.

Fred can still remember Jutland when he was a boy sailor – and the same age as Mark is now.

"We knew something was happening because the ship started to go full speed," said Fred, who now lives at Royal Alfred House, a retirement home at Eastbourne.

"We heard guns firing, and naturally we were quite curious. I was stationed on P1 6in gun, but we engaged the enemy on the starboard side, so we didn't have anything to do."

"Everything was going nicely until the torpedo hit us, and it lifted the ship."

"We later stopped firing and made our way back to England."

"We weren't frightened – it was more excitement than anything else. We were young and foolish."

Fred finally retired from the Navy as a warrant officer after the Second World War, having served among other things in coastal

motor boats and destroyers.

On leaving the Navy he worked in the electrical trade, including on the London Underground signalling system, and as a postman.

After the Battle of Jutland his ship limped back to South Shields – the home town of Mark Elsy.

Mark is involved in running and maintaining machinery from the gas turbines to the fridges.

He joined the Navy to travel the world, having heard about the lifestyle from friends of his father.

"When I was thinking of joining up my father was really behind me – he wasn't in the Navy, but he helped build Ark Royal," said Mark.

He hasn't actually been too far yet – "up the coast of England quite a bit and a little time in Scotland" – but he has high hopes of seeing the West Indies and Mediterranean in the near future.

"I'm enjoying myself – it's really living up to expectations," he said.

Mr Morris saw Mark's frigate when he was invited to Portsmouth for her rededication in January.

"What a wonderful-looking ship," he said. "I can't see that well any more, but she looked very nice."

"Mind you, there was not much of a fo'c'sle or quarterdeck to march on."

Fred was one of the veterans who marked the 75th anniversary of Jutland in 1991, when they were VIP guests of the Danes.

"... We weren't frightened – it was more excitement than anything else. We were young and foolish ..."



● Marlborough then and now – Jutland veteran Fred Morris walks on Eastbourne promenade with MEM Mark Elsy.

Picture: LA(PHOT) Mark Hipkin (SFPJ).

As part of the week-long commemorations, Fred and his contemporaries were taken out to attend a service at the location of the battle, attended by three warships, two British and one German. The Royal Alfred Seafarers' Society, which runs Royal Alfred House, was established in 1865 in Kent as the Belvedere Institution to care for retired merchant seamen, but today opens its door to others connected with the sea, including Royal Navy veterans.

Survivor recalls victims

BATTLE of Jutland veteran Jim Cusick still makes a point of remembering his old shipmates who didn't survive the encounter 82 years ago.

Jim, who is now 102, still lives on his own and looks after himself in Yorkshire, doing his own cooking.

He was already 20 years old when he was serving in HMS Valiant at Jutland, like Fred Morris manning a 6in gun.

Every year his family try to get together to commemorate the day.

His daughter, Dorothy King, said: "I usually make a cake and Dad cuts it in memory of all his shipmates who lost their lives that fateful day."

"Up until last year he would wear his cap, with the HMS Valiant ribbon, and salute all his dead comrades."

Mrs King said her father could still recall details of the battle, at which he sustained damage to his hearing.

"He says: You just got on with the job – we never thought we would get out of it alive."

He left the Navy at the end of the First World War, but still keeps up to date with the modern Navy through the pages of Navy News.



● Limping home – HMS Marlborough heads back to England on June 1, 1916, after the Battle of Jutland. Flooding adjacent to 'A' boiler room caused stress on a bulkhead, and the ship was forced to sail to the East Coast at reduced speed. Picture: Imperial War Museum.



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MBE for laundryman

LONG-SERVING laundryman Shun Chiu Chick has been presented with an MBE on board his ship HMS Norfolk.

And the Queen's representative for the investiture was Flag Officer Sea Training, Rear Admiral Richard Lippett, a former Commanding Officer of Norfolk, under whom Mr Chick served.

Mr Chick joined as a Hong Kong Locally Enlisted Person in 1949 at the age of 18, and was in HMS London during the Yangtze Incident.

Transferring to be a laundry contractor in 1963, he has served in 27 ships over 49



years, and took part in the Korean War, Suez in 1956, the Falklands, and the Gulf in 1986 and 1991.

New curator at museum

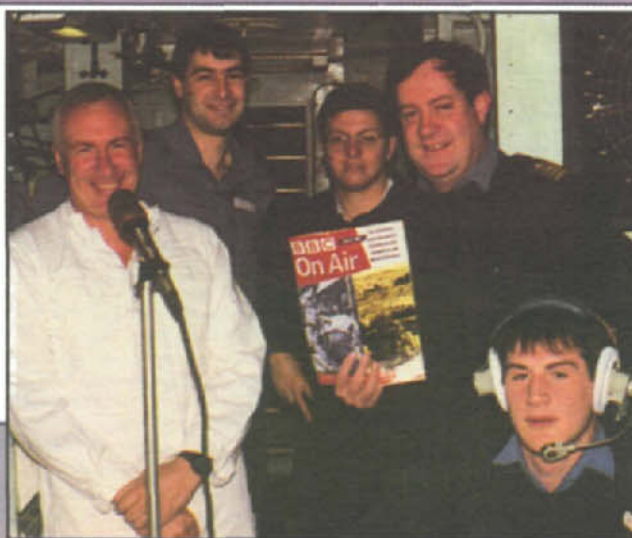
A NEW senior curator has been appointed at the Royal Navy Submarine Museum in Gosport.

Bob Mealings is a native of Birmingham, and has just completed two years as museum development officer for Cheshire County Council, managing museum collections for the county and advising on development work with other independent museums.

He studied history at King Alfred College, Winchester, and did work experience with the Hampshire Museum Service.

Bob (33) is married and has two children.

HMS Argyll calling...



SCOTTISH members of HMS Argyll's ship's company had the chance to broadcast live to their homeland during exercises in the Mediterranean.

The live link-up with BBC Radio Scotland's *Scottish Connection* show was the first for the station, said BBC producer Iain Hector Ross.

A corner of the ship's Ops Room became a makeshift sea-going studio while the ship was closed up in defence watches for the exercise.

The H/F link via Portishead Radio was set up by Lt Cdr Clive Langmead RNR, who was on board as part of the exercise staff, and in civilian life is a freelance radio and TV producer.

● Radio stars – from left, Lt Cdr Dennis Gray, POWEA Buster Brown, LWEM(O) Les Giffen, Lt Cdr Clive Langmead RNR and OM(C) Jock Whiteford.

People in the News



● Starman - Capt Kirk of the RFA meets Star Trek fans at the exhibition in Portsmouth.

Kirk joins Star Fleet

WHO else should you get to open an exhibition about Star Trek, than Captain Kirk - Captain Bob Kirk of the Royal Fleet Auxiliary?

Captain (E) Kirk took his place on the bridge of the starship USS Enterprise at the Star Trek exhibition in Portsmouth Historic Dockyard, where he was joined by various Klingons, Vulcans and other alien life forms from the USS Victory, Portsmouth's Star Trek fan club.

Capt Kirk said: "If I had a fiver for every time someone's come out with the 'Beam me up, Scotty' line, I'd be able to retire by now."

He reckoned the Enterprise bridge wasn't much different from an RFA ship - "except there's nothing to make tea with," and remarked on the similarity between the good deeds of the roaming vessels of Star Fleet and the RFA.

The exhibition, which features effects, costumes, videos and artefacts from the TV shows, runs until September 6.

Royal honour for top cadet

THE FIRST woman to win the top honour at Britannia Royal Naval College has been presented with her prize by the Queen.

Lt Kate Babbington took the Queen's Sword, but was on duty in the Gulf in HMS Sandown when the prize should have been presented.

The Queen invited Lt Babbington to Buckingham Palace to present the sword, given annually to the Naval cadet who achieves the highest standards in training at Dartmouth.

Lt Babbington is the daughter of Lt Col Peter Babbington RM, who won the Military Cross with 42 Cdo in the Falklands.



● Lt Katharine Babbington.



Colin wins chefs' prize

THE PRESTIGIOUS Darryl Cope Memorial Trophy has been won by CH Colin Skinner.

The trophy, donated by the parents of a young caterer killed in the Falklands, is awarded to the highest-scoring student in the catering element of chef training at the RN Supply School, HMS Raleigh.

Royals help Trust

UNEMPLOYED men and women from Plymouth are getting a hand in finding careers thanks to three NCOs from 40 Cdo RM.

Three teams of 15, led by Sgt Paul Brindley, Cpl Neil Bailey and LCpl Dominic Brown, became Prince's Youth Trust volunteers, building up self-esteem and confidence through community projects and outdoor pursuits.

The team leaders are responsible for the success and management of their teams, giving the Royals a chance to help local communities and to gain experience.

Norman gets the point

YOU CAN never be too sure - even if you are just a garden gnome.

Norman the Gnome met up with the tri-Service Anthrax vaccination team when they arrived at the Prince Sultan air base in Saudi Arabia.

Norman normally lives by a garden pond outside the Officers' Mess in the middle of the compound - until he fell into the clutches of Lt Mark Trasler.

Mark joined the Navy as a medical assistant in 1971, and was commissioned in 1989.

He and the rest of the team are in the Gulf to inform Service people about anthrax.

"It's not just injecting people - the team has given a series of lectures to the 3,500 troops in the Gulf," said Mark.

"We give them the information that enables them to make an informed choice about whether to have the vaccination or not."

The team's Gulf visit has provided a series of challenges, not least of which was keeping the vaccine cool in the heat of the desert.

Team members have been drinking up to eight litres of water a day.

"The high temperatures and the fact that we have had to visit Kuwait, Saudi Arabia and Bahrain have made for long days and I am



● This won't hurt a bit - Lt Mark Trasler RN administers Norman the Gnome's anthrax vaccine, assisted by Sgt Tracey Sidlow RAF.

looking forward to returning home to Gosport."

This is Mark's third trip to the Gulf - his first was while serving in the hospital ship RFA Argus during the Gulf War.

"Then we started in Dubai and sailed into the Gulf, ending up in a minefield in sight of Kuwait City," he said.

"It is remarkable how all of the destruction and ruin has been completely rebuilt since then."

Alex is Man of the Boat



A MAN who helped save a colleague's life has been chosen as HMS Turbulent's Man of the Boat for 1997-98.

STD Alex South's first aid skills were vital in helping OM Simon Turner after an accident ashore.

The award is presented annually by HMS Turbulent's sponsor Lady Deborah Cassidi, wife of Admiral Sir Desmond Cassidi.

The Man of the Boat is chosen in recognition of an outstanding act or notable achievement for the Trafalgar-class submarine.

HMS Turbulent will be August's Ship of the Month.

● Man of the moment - Std Alex South receives his award from Lady Deborah Cassidi.



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New horizons

A MEMBER of a Middlesex Royal Naval Reserve unit is set to widen her horizons.

Harriet Clews is a member of British Airways' cabin crew, but since joining the airline in 1995 has been a stewardess on short-haul routes.

She has now been transferred to long haul, and is looking forward to travelling the world.

Harriet serves at HMS Northwood, where she works in the Ops Headquarters branch.

"I really like the RNR because it presents different challenges from those I meet every day at work," said Harriet.

British Airways is happy to see her combine two challenging careers.

"They compliment each other very well," said Sally Munro-Smith, Customer Service Manager.

"There are many similarities in training, and the roles both require excellent team skills and a lot of stamina!"



● Harriet Clews.



Helping Hands



Flight fund gets off the ground

A FUND which was launched to keep some of the World's rarest planes in the air has got off to a flying start with a donation of over £3,000.

The cash, raised by the Bristol Branch of the Royal Navy Historic Flight Support Group, will go towards the refurbishment of the Pegasus engines which power two Fairey Swordfish aircraft, affectionately known as Stringbags.

Zero hour

The total cost of 'zero-houring' the Bristol-built Pegasus engines is in the region of £26,000, but the Flight's supporters are determined to keep the money rolling in.

The money was presented to the Chairman of the Swordfish Heritage Trust, Flag Officer Naval Aviation Rear Admiral Terry Loughran, by a long term supporter of the Flight, Mr Reg Veale.

A capital appeal has also been launched to help raise £2 million to build a new hangar beside the Fleet Air Arm Museum which will allow full public access to the work involved in maintaining and operating the Flight's unique collection.

Aid for Africa

SCHOOLCHILDREN in an African village are better off - thanks to a Naval officer serving in Saudi Arabia.

Lt Cdr Gordon Stamp was saddened by the lack of facilities at a school he visited while on safari in the Hwange National Park in Southern Zimbabwe.

But on his return to Saudi he persuaded the British International School in Al Khobar to donate essential books, and free airline tickets from British Airways allowed him to deliver the study material in person.

Coming soon, the Messiah!

NAVY CHAPLAIN Mike Brotherton will be touring England next month - with The Messiah!

Mike is setting off on a 16-day fund-raising scooter trip on August 21, using three custom-built bikes dubbed The Messiah, Captain's Revenge and Boy About Town.

The Parka-clad padre, Chaplain to the Fourth Frigate Squadron, is well known in the Service for his headline-grabbing charity work and sense of fun, but his latest mission has a very serious purpose.

As he visits all the towns linked to the Squadron, from Lancaster to London, he will be collecting on behalf of a colleague injured in a terrible accident.

In June last year HMS Westminster's Operations Officer, Lt Cdr Phil Tribe, was



● The Rev Mike Brotherton and 'The Messiah' - one of three customised scooters which he will use to tour the country next month.

paralysed when the Jeep he was travelling in overturned in Dubai.

Courage

Since then he has shown remarkable courage and determination while in the care of the spinal treatment centre at Salisbury Hospital, Wiltshire,



and has been gaining strength daily.

But he has admitted that an electric wheelchair, powerful enough to take him up street kerbs and uneven pavements, would be a blessing for both himself and his wife Nova, and Mike wants to raise £10,000 to pay for one.

Through his UK tour, Mike hopes to enlist the help of squadron ships and their affiliated towns as he passes through Richmond, Lancaster, Hull and Ipswich, finishing up at HMS Belfast, Westminster, London.

He will also be calling at Sedburgh, Skipton, Lincoln, Peterborough and Cambridge, and would like to hear from anyone who could organise an event on route to help boost funds.

As he visits each town he will be calling at local branches of the Royal Naval Association, British Legion, Merchant Navy as well as youth clubs and schools.

If you would like to help, contact the Rev Mike Brotherton, F4 Squadron, HM Naval Base, Portsmouth, Tel 01705 792 792 ext 2002, or at North Studdock House, Angle, Pembrokeshire, Wales SA71 5AZ Tel 01646 641 438.

In brief

NAVAL personnel in the Falklands have raised thousands of pounds for the Starlight Foundation, which grants the wishes of seriously ill children.

PO Sarah Moseley collected over £2,100 in five days from people attending her aerobics classes and a party to celebrate everybody's hard work.

The Starlight Foundation was also a major beneficiary of a tri-Service helicopter pull which a ten-strong Navy team won by hauling a Chinook 100 metres in under 44 seconds.

And LPT Michelle Bowen boosted the foundation's funds by a further £543 through another sponsored aerobics event at HMS Drake's Wyvern Centre.

PORTSMOUTH Naval Base Commander Commodore Iain Henderson visited Hope Lodge School in Southampton to present £2,000 raised by his staff through a Grand Draw.

The school supports the educational needs of children with autism and Asperger Syndrome.

THE PATRICIA Mary Gammon Trust was delighted to receive a cash donation from HMS Sultan, and has written to thank everyone at the establishment for their continuing support.

The Trust, set up by Mr Richard Gammon in memory of his daughter Patricia, funds research into lymphoma cancer, and can be contacted on 01243 267660.

A CHARITY concert at HMS Collingwood by the combined volunteer band of Collingwood, Nelson, Dryad and Sultan raised £600 for the RNLI.

CHARITY STUNTS HELP RALEIGH RAISE £5,000

DARE-DEVILS at HMS Raleigh helped to raise over £5,000 at the establishment's open day.

Skydivers from the RN Raiders Parachute Display Team dropped in and the crowds were also thrilled by the antics of the IMPS Motorcycle display team.

Royal Marines Reserveists demonstrated unarmed combat and hostage rescue techniques and

there were displays of drill, fire-fighting and gymnastics.

The event, officially opened in a fanfare of trumpets by single-handed yachtsman Pete Goss, also included a performance by the Royal Marines Band and a light

aircraft and helicopter display.

The charities which will benefit from the open day are the Cornish Macmillan Nurses, Derriford Hospital, KGFS, Churchtown Farm at Bodmin and local Lions and Naval wives clubs.



● GOOD ON A BIKE: A very young member of the IMPS motorcycle display team in action at HMS Raleigh's open day.

Youth award

YOUNGSTERS at a Plympton youth club were thrilled by a £1,000 donation for new equipment.

The money was presented to the RN Youth Club at Hillcrest Community Centre by HMS Drake's Capt David Tall. Half the money was from HMS Drake and the rest was donated by the Resident's Association.

St Joseph's youngster descends great height

ALMOST 60 members of HMS Neptune's Ski Club teamed up for a 24-hour fund-raiser on their 75-metre dry slope.

And at the end of the marathon event, the club had generated over £1,000 in sponsorship for The Uphill Ski Club, which takes disabled youngsters on to the slopes at Aviemore.

Star

The star performer was 11-year-old Kayleigh Leckie of St Joseph's School, Helensburgh, who made an incredible 180 ascents and descents, three times the height of Mount Everest! Uphill Ski Club Co-ordinator Christine Fletcher said: "The Uphill Ski Club aims to take the 'dis' out of disability. Skiing is often the first time these people feel they have an equal footing with the able-bodied and the sense of freedom is worth its weight in gold."



● Neptune Ski Club's Dai Reece (centre) with some of the fund-raising team, including Lt Cdr Kevin Wilson, Lt Cdr David Cantello and St Joseph's School pupil Kayleigh Leckie (centre background) who made an incredible 180 ascents and descents.

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The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

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For further information, including the availability of accommodation, please contact the General Secretary.



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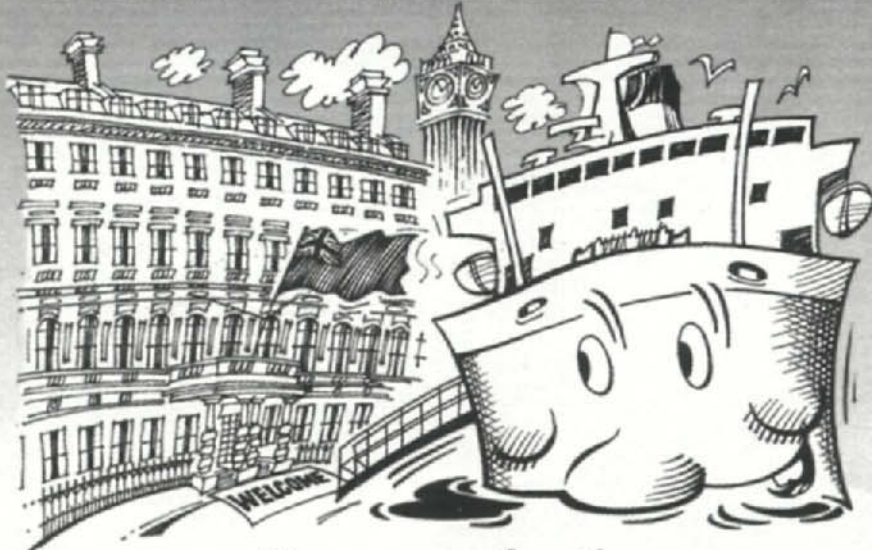
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Bands on display at festival

FANS of Naval music should make a note of an event at HMS Collingwood in Fareham early this month.

The RN Volunteer Band Festival is on Saturday, July 4, with marching displays between 9am and midday.

Concerts will take place after lunch, between 1.45pm and 5.15pm, and these will be followed by the prize-giving ceremony.

The festival will include bands from many Navy ships and establishments, including the hosts, HM ships Dryad, Nelson, Sultan, Heron, Seahawk, Illustrious, Invincible and the RN Pipers Association.

Making their debut will be the band from HMS Warrior at Northwood.

Attendance is by ticket only, and the cost is £1.50 without lunch, or £3 lunch included. Contact the Volunteer Band Instructor at Collingwood on 01329 332615 or 01329 289532.

Veteran joins Swordfish for memorial flypast



● Memories – Fleet Air Arm veteran Norman Lauchlan with the crew of the RN Historic Flight and their Fairey Swordfish aircraft.

Norman is passenger on big day

WAR VETERAN Norman Lauchlan was back in a Stringbag at a memorial flypast – more than 50 years after he flew in them for real.

Norman (87) was a telegraphist air gunner in the rear cockpit of Swordfish and other aircraft throughout World War II.

He joined the Navy at the age of 15, and retired as a lieutenant commander in 1961.

Norman joined the Swordfish of the RN Historic Flight for the Telegraphist Air Gunners Association annual memorial service and flypast, held at Lee-on-Solent in Hampshire.

Formed in 1947, the association has 525 full members of the 3,000 or so who trained as TAGS from 1922 to 1950.

The historic aircraft was also used to scatter the ashes of former FAA Swordfish pilot Ron Lunberg, who requested his ashes be scattered over the Solent, preferably from a FAA aircraft.



● Lt Cdr Rob Drewett.

Squadron tops for operations

THE FLYING Tigers have earned their stripes with the collection of an award.

The Navy's 814 Anti-Submarine Warfare Squadron, based at RN air station Cullrose, was awarded the Australia Shield, given to the front-line squadron achieving the highest degree of operational capability.

When the award was announced earlier in the year by Rear Admiral Terry Loughran, Flag Officer Naval Aviation, he said: "The exceptional contribution to operational capability and outstanding performance, allied to the enthusiasm and professional performance of squadron personnel, exemplifies the highest traditions of the Fleet Air Arm."

The squadron returned from the Gulf in March.

Lt Cdr Rob Drewett, the squadron's Commanding Officer, was presented with the shield by Commodore Tony Hogg, Commanding Officer of Cullrose.

Gold Rover aids rescued crew

ROYAL Fleet Auxiliary tanker Gold Rover went to the aid of shipwrecked fishermen in the South Atlantic.

The 12,000-tonne fleet tanker was diverted from her normal duties to the island of South Georgia to collect 21 survivors from the South African fishing vessel Sudurhavid, which sank with the loss of 12 people.

The survivors were rescued in an air-sea operation involving Royal Air Force and Argentinian aircraft and other fishing vessels in the area, 2,500 miles off the coast of Argentina. They were landed at the British base on South Georgia.

Gold Rover ferried them to the Falkland Islands, from where they were flown back to South Africa.

The tanker is on-station support ship in the South Atlantic, having left Devonport in mid-March for a deployment which is expected to last for two years.



● Helping out – RFA Gold Rover.

New RFAs swap names

A DELAY in completion of one the Royal Fleet Auxiliary's two new Roll-on/Roll-off (RoRo) ships means naming plans have had to be altered.

Four Stena 4-Runner class ships are under construction at La Spezia in Italy, and the RFA had intended to charter numbers 02 and 03, to be named Sea Chieftain and Sea Crusader respectively.

Sea Chieftain was named in a joint ceremony in Sweden and Italy during a RoRo conference in Gothenburg during May, and was due for completion in July.

But that has now been delayed until October, and the RFA has been offered 01 and 02 to maintain the original delivery schedule. 01 was destined for a Turkish company.

The current Sea Crusader is due to be returned to her owners at the end of her charter in October – but that means 01 cannot be named Sea Crusader as their service will overlap.

Nor can 01 be named Sea Chieftain, as 02 has already assumed that name.

It has now been decided – subject to confirmation from the

Ship's Naming and Badges Committee – that 01 will be named Sea Centurion.

Both ships will be on 18-month charters, with options to extend, so initially they will not be painted overall in RFA grey, but will have blue hulls with white superstructures and grey funnels – true Grey Funnels Line ships.

The main role of these 21,000-tonne Strategic Lift RoRo ships is to transport heavy military equipment, including tanks – hence the names, derived from British Army vehicles.

Their main role will be short-notice heavy-lift support for the Joint Rapid Deployment Force.

Tanker still busy

TENSIONS may have lessened in the Gulf, and warships returned to other waters, but RFA Brambleleaf has been kept busy.

The RFA fleet support tanker's main task is to support ships on Armilla patrol.

She also recently made an Indian Ocean rendezvous with HMS York to refuel the destroyer for her onward passage to the Far East.

The tanker has conducted port visits and exercises, and has been working with ships of other nations operating in the region.

One such occasion was described by the master of USN Auxiliary Kilauea as "Just completed a fun day with the RFA and Santa Barbara."

The particular event was a three-ship replenishment at sea (RAS) with Brambleleaf supplying fuel to the ammunition ship USS Santa Barbara on the port side and USNA Kilauea on the starboard.

The latter ship is now operated by Military Sealift Command – the United States Navy's equivalent to the Royal Fleet Auxiliary.

Osprey closure date

FLYING will end at RN air station Portland – HMS Osprey – on February 12. With the closure, the role of typed air station for the Navy's Lynx helicopters will transfer to RNAS Yeovilton.

Up to the end of October next year the residual Portland sites will be decommissioned and prepared for disposal, custody being transferred to the Defence Estate Organisation Disposal Group by the beginning of November.

Movements of stores and equip-

ment will begin in September.

Yeovilton and Naval Air Command have first call on Osprey assets, including furniture and mess gear. Other establishments and units are welcome to enquire about surplus items; call the Move Logistics Officer on Portland Military ext 5281.

Osprey's trophies will be returned to the RN Trophy Centre at HMS Nelson, Portsmouth. Enquiries about them should be directed to the RNTC.

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Get Wise on DCIs

New gear to give firefighters more breathing space

BREATHING apparatus used by the Royal Navy in firefighting is being replaced by improved equipment which will allow damage control parties to work almost 50 per cent longer without having to re-charge it.

The BASCCA sets (Breathing Apparatus Self-Contained Compressed Air) have been in service for many years, but have only 27 minutes of air capacity.

The new sets - EDBAs (Extended Duration Breathing Apparatus) - can be charged with air to a pressure of up to 300 Bar, allowing them to be used for at least 40 minutes without re-charge.

EDBAs will give firefighting teams the extra time needed to more effectively tackle blazes. Like the BASCCA, the new apparatus has a low magnetic signature and is suitable for use on all vessels, including Hunt-class and single-role minehunters, submarines and RFAs.

This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.

The mask can be connected to a submarine's emergency breathing system, and a separate hose assembly to allow this will be issued to submarines.

The EDBA is described as a "positive pressure, first-breath activated, lightweight, low-maintenance set fitted with a nine-litre composite cylinder". It can provide a second person with breathing air via a rescue mask and extension hose. To carry the sets, all vessels will have to have stowage lockers modified.

Initial training for operation and maintenance will be given by the contractor, Sabre Breathing Apparatus. Afterwards training will be carried out by the RN Firefighting Training Schools. Ships will not be issued with the new equipment until on-board staff have completed training with it.

A programme of fitting-out ships began in June, with vessels receiving the EDBA system during a maintenance or upkeep period. Submarines will have priority.

DCI RN 85/98



● The EDBA set, made by Sabre Breathing Apparatus. It is being issued to all RN vessels.

Joker Jack winners

WINNER of the camcorder offered in the *Find the Joker* competition which ended with the May edition is M. A. Poll of Ipswich.

The second prize of £250 was won by D. Reid of Dereham, Norfolk.

The 25 prizes of £10 each were won by:

K. G. Moore, Rhondda.
J. Mills, Exmouth.
K. Taylor, Caerphilly.
H. G. Davies, Ipswich.
D. R. Crowley, Amersham.
L. P. Symes, Alverstoke.
C. Brown, Camforth.
D. R. Thompson, Weston-super-Mare.
J. Oliver, Market Harborough.
F. Peters, Wigan.
D. W. Smith, Elgin.
A. R. Miller, Chelmsford.
R. Morrell, Ainstey.
E. Newton, Havant.
P. Allen, Sheffield.
K. Reed, Louth.
W. Turton, Sheffield.
R. F. Dubber, Bideford.
R. V. Abbott, Peterborough.
P. W. Bowen, Paignton.
P. Osgood, Dundee.
J. T. P. Neild, Deddington.
A. O'Brien, Bristol.
H. A. Govey, London N21.
E. Outen, Bognor Regis.

The answers

The Joker questions all the winners correctly identified were:

March edition - the first statement, on the origins of Greenwich Mean Time.

April edition - the second statement, on the origin of the term 'the tot'.

May edition - the third statement, on the origins of the meaning of 'conning tower'.

Find the Joker

FIND THE JOKER in *Navy News* for three editions - and you have a chance to win a super new camcorder - a Sharp ViewCam 8mm VLE66H. The runner-up will win £250, while 25 successful competitors will each get a £10 consolation prize.

All you have to do this month, in the second of the three editions, is spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is **NOT** true:

- ☐ The term 'Tar' for a sailor derives from the tarred canvas seamen used to wear for protection against the weather.
- ☐ The jackstaff is a short pole erected on the stem of a modern ship, from which the national flag is flown.
- ☐ The taffrail at the stern of old sailing ships is so named because it was where the Welsh members of any crew had to gather for Sunday services.

If you can fill in this coupon as well as that in the next edition, and the one in last month's issue you have a chance of winning the camcorder. (Call 01705 8126040 for back numbers). The name of the winner, the runner-up and the consolation prizewinners will be selected at random from those who gave correct answers in the three editions. When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at *Navy News* no later than September 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at *Navy News* offices. Winners will be announced in the October edition of *Navy News*. The first name drawn will receive a camcorder. There will be one runner-up prize of £250, and a further 25 consolation prizes of £10. The judges' decision will be final, and there is no cash alternative to the camcorder prize. No correspondence will be entered into. *Navy News* employees and their relatives may not enter.

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2

Welsh dragon seen in Med

HMS CARDIFF set sail for her latest Mediterranean deployment with an unmistakable reminder of her Welsh connections proudly emblazoned on her side.

She was sporting a 5-ft shield bearing the famous Red Dragon of Wales to show her appreciation for the City of Cardiff and to promote the image of Wales overseas.

The ship's Commanding Officer, Capt Hugh Edleston, noticed the Welsh Dragon shields used by Cardiff company 'Homes By St David' during a recent visit by the ship's company.

And after contacting the firm, they were only too pleased to donate several shields to show their appreciation of the work that the ship does on behalf of the City.

One of the ship's most recent fund-raising efforts on behalf of the City took place when seven sailors raced her on bicycles from Portsmouth to Cardiff, generating £2,150 for Cardiff Hospital's Baby Care Unit.

The team, POPT Dave Harrold, PO(M) Dickie Henderson, CMEM(M) Buck Taylor, LSA North, MEM Howe, LSA Stewart, POWEA Spider Webster and OM Thomas completed the 158 miles in three days, narrowly losing to the ship which arrived in two days.

Freedom of the City

The ship's links with Cardiff are stronger than ever after she returned to the City after a two-year refit, allowing the ship's company to exercise their right to march with bayonets fixed and colours flying after being granted

the Freedom of the City earlier this year.

The parade, led by the Band of 2 Royal Regiment of Wales and made up of a four-man Colour Party, a 27-strong guard, and platoons of 40 senior and 40 junior rates, set off from Cardiff Castle and marched two miles through busy streets, finally taking the salute from the Lord Mayor of Cardiff.

While the ship was open to the public, LS Bungie Edwards made a display of maritime knots which he raffled to raise another £400 for local charities.



● **HMS CARDIFF:** The ship is now serving in the Standing Naval Force Mediterranean (STANAVFORMED)

Warm welcome for Montrose on visit to Chile

HMS MONTROSE enjoyed a warm welcome in Valparaiso when she visited the South American country of Chile last month.

The Type 23 frigate was in port from June 9 to 13 and was taking part in the multi-national Exercise Teamwork South between June 15 and 20, as *Navy News* went to press.

The ship, commanded by Capt Adrian Nance, hosted a defence industry day in Valparaiso before sailing for the exercise which will see Montrose working with Chilean, American and Canadian ships and submarines.

Strong ties

Capt Nance said: "It is a pleasure to prove that Naval inter-operability works all over the world, and a special pleasure to be renewing the strong ties between the Royal Navy and the Chilean navy."

Commander Michael Cochrane, CO of Montrose's Sixth Frigate Squadron sister ship HMS Somerset, is a descendant of the Admiral Cochrane who commanded the Chilean navy in the battle for independence from Spain.

Balfour venture wins new jetty contract

A JOINT venture between Balfour Beatty and Costain has won the first stage of a £25 million contract to build new jetties at Portsmouth Naval Base.

The old structures were built between 1890 and 1936 and were only intended to last 20 to 30 years.

Armed Forces Minister Dr John Reid said: "This project will ensure that the warships based at and operating from Portsmouth can be repaired, resupplied and supported in the most efficient possible manner."



● **DRAGON:** HMS Cardiff's CO, Capt Hugh Edleston, receives a Welsh Dragon shield from David Lewis from 'Homes by St David' before the ship deployed to the Mediterranean.

Brocklesby's first fish!

FISHERY Protection Squadron new boys in HMS Brocklesby were presented with a familiar sight on their very first patrol.

The minehunter had just boarded the Belgian trawler Wilmar when inspecting officer, Lt Jim Byron, spotted an unexploded torpedo amongst the Wilmar's last catch.

The minehunter's crew dealt swiftly with potentially volatile explosive, detonating it out of harms way.

Ideal

The FPS were quick to point out that not only are the Hunt-class ships doing an excellent job of supplementing the six offshore patrol vessels of the squadron, but they are uniquely suitable for dealing with situations like this.

The second unmanned underwater vehicle showcase (UUVS) will be held at the Southampton Oceanography Centre on September 2 and 3.



● The remotely operated vehicle used by HMS Brocklesby to detonate the torpedo dragged up by the Belgian trawler Wilmar.

In brief

820 NAVAL Air Squadron has won the Marine Society's Thomas Gray Memorial Trust Silver Medal for a daring rescue in the Bay of Biscay.

Two helicopters from 820 were involved in the rescue of Don and Yvonne Newman and their six-year-old son Daniel, when their yacht Touchdown foundered in 30ft waves and 60-knot winds (*Navy News* October 1997).

The Marine Society said: "Despite appalling weather conditions, the professionalism, courage and dedication of the helicopter squadron resulted in the safe rescue of the Newman family, who otherwise could well have perished."

□ □ □

ONE OF the last all-British combat aircraft was briefly airborne again at the Defence Evaluation and Research Agency at Farnborough recently.

The 11-tonne ex-RN Buccaneer, which served on board HMS Ark Royal, was being craned to its final resting place on a custom-built platform at DERA's Hampshire HQ.

□ □ □

A 40-PLUS Healthy Lifestyle Suite at HMS Sultan's sports and recreation centre has been officially opened by Commodore John Clayden.

The suite is open to all Sultan personnel over 40 and offers three-monthly fitness assessments.

□ □ □

MORE BRITISH beef will be on the menu for UK Servicemen after a deal between the MOD and the European Commission.

The agreement, which allows the release of intervention stocks of British beef for use by the Armed Forces, was announced by Defence Minister John Spellar.

He said: "Access to these stocks on terms agreed should allow our food supply contractor to substantially increase the amount of British beef consumed by our UK-based Armed Forces."

□ □ □

THE ROYAL Marines School of Music is putting on a spectacular one-day concert in Portsmouth Guildhall on July 23.

Tickets for the show, which starts at 2pm, are available from the box office on 01705 824355 priced £5 and £7.

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THE ROYAL NAVAL
BENEVOLENT TRUST

1948: Early months of Malaya Emergency put sailors in unfamiliar territory

Weapon fears on jungle trip

BILL CLEARY was a Chief ERA in HMS Black Swan on the China Station in the late 1940s, and was involved in several patrols on the east and west coasts of Malaya, as well as goodwill visits.

"One of the first places to be visited was Kota Bharu, where the Japanese made their initial landings during World War II," recalled Mr Cleary, who lives in Glasgow.

"It is a beautiful port with magnificent beaches, so tranquil it was hard to believe the action it had witnessed. Black Swan's officers and crew were welcomed ashore by the authorities and local residents, and the stay was just perfect."

Many other ports were visited on the six-week tour, with teams going ashore to meet the locals and provide cricket opposition, and parties ventured inland to tin mines, rubber plantations, barracks and air bases.

A party was invited deep into the jungle to visit a training camp, operated by two guardsmen, and because of the element of risk the men were armed with rifles and revolvers.

"Fingers were crossed as we rattled along jungle dirt tracks," he said.

"Half of our party were engine room ratings with little firearm experience - I shudder to think of the outcome if we had been brought into action in the confined space of the lorry."

In Jamaica to Malaya

THESE pictures from Mr H. Stickland show HMS Jamaica in her role as a troopship.

Taken by the ship's photographer in 1949, the picture below shows Royal Marines from 40 Commando embarking in Hong Kong.

A pipe band had led them to the jetty.

The main picture shows HMS Jamaica with her extra 'guests' just before the ship sailed to Penang.

HMS Jamaica was an 8,000-ton cruiser built in 1940 and eventually broken up in 1960.



In the first of an occasional series on the Royal Navy's contribution to the Malaya Emergency, Navy News looks at Naval activities in the late 1940s.

Plan was a success

THE ACTIVITIES of communist insurgents hoping to destabilise the Malayan government led to a state of emergency being declared on June 18, 1948.

Insurgents sought support from Chinese workers who manned the country's mines and plantations, and were regarded as a source of supplies and intelligence for the so-called Malayan Races' Liberation Army (MRLA).

But a comprehensive plan prepared by General Sir Harry Briggs, Director of Operations, resettled ethnic Chinese "squatters" into fortified villages, cutting off the guerillas' support.

Jungle patrols, aerial surveillance and a successful bid to win the hearts and minds of the country's population, jointly conducted by military and civil authorities, caused the MRLA campaign to wither, and the struggle petered out in 1960.

The Malayan Emergency is regarded as a textbook example of how to cope with a communist insurgency campaign, where the geography proved invaluable to the security forces, and meant the Royal Navy could play an important role by cutting supply routes, bombardments, and boosting morale through port visits.



Search proved fruitless

RONALD Hamlet recalls his ship, the frigate HMS Alacrity, being ordered to South Endau on the east coast of Malaya shortly after the trouble started - villagers had reported seeing a group of Chinese some miles inland.

On arrival a trading launch was confiscated and manned with eight sailors, equipped with guns, who went upriver with a guide in search of the insurgents.

"The sailor manning the Bren gun was LS Lofty Halton, an ex-Army man and probably the only rating in Alacrity who knew how to fire the thing," said Ronald, who was then a leading telegraphist.

After navigating the unfamiliar river in intense heat the party came to the point

where the insurgents had been seen, but the search party found nothing.

"My abiding memory is of using my TCS radio outfit, trying to raise Singapore W/T station, while stuck upstream in a swamp, while a 6ft 6in stoker next to me manoeuvred the bows into the reeds and kept leaping to his feet to poke his rifle through the porthole," said Ronald.

"It was all very hair-raising." Back in Hong Kong, they were sent to Stonecutters Island for a 14-day assault course and small arms instruction, under Royal Marines C/Sgt Maylor and Sgt Benson.

"Sailing up the Endau River was easier," Ronald reflected.

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Families

Legion in new deal offer on insurance

A NEW insurance service launched by the Royal British Legion is designed to provide substantial and reasonably priced cover for units, including benefits for off-duty Service people.

The INFORCE policy represents the Legion marketing division's entry into non-public funded insurance – and is the first in a range of policies known collectively as "Family Matters".

A spokesman for the Legion said that for competitive premiums – which can be paid monthly, interest free – the RBL was offering ships, squadrons and establishments insurance to cover such items as trophies, uniforms and medals, and public indemnity of up to £5 million. And there would be personal liability insurance for Service people and their dependants of up to £1 million.

"Our family care benefit in case of off-duty death, for instance, would mean that the next of kin would be paid £5,000 straight away.

"We want to make sure that the Service Family gets the best deal, with the additional satisfaction of knowing that all the Legion's profits go to charitable funds to relieve distress among Service and ex-Service people."

The new initiative is produced and managed for RBL Insurance Services by F. E. Wright, and is underwritten by CIGNA International. It is designed to challenge the market and produced a quality insurance product.

Richard Dorman of RBL Insurance Services said: "When looking to purchase any insurance cover you need to be certain that if the worst should happen and you need to claim it, it will be dealt with speedily and efficiently."



Wives make waves to raise £1,000

SPLASHING out at the Commando endurance course at Lympstone is Chris Crampton, one of 30 Naval wives who tested their mettle there to raise £1,000 for charities.

Her 'rescuer' is Naval community worker and former Marine Sgt PTI, Don Richmond, who with Navy wife Linda Cook arranged the event at the Commando Training Centre.

The wives, and a few husbands, negotiated the tough obstacles to raise money for Alexandra House short-term residence for Service children, and the Neo-Natal Children's Unit at Derriford Hospital, Plymouth.

The families rounded off the day and rested their bruised limbs at a barbecue and disco at the CTC, raising a further £70 through a raffle.

HIVE opens in Lisbon

A NEW HIVE – Help Information Volunteer Exchange – has opened in support of the UK element at NATO HQ near Lisbon. The group will provide a dedicated facility for over 50 wives and families of the HQ's tri-Service contingent – led by the 43-strong RN group.

The formal opening ceremony was performed by Mrs Anthea Edwards, wife of the Senior British Officer, and Mrs Sharon Paddock, wife of the Deputy C-in-C and Senior US Officer.

Also there were HIVE organisers and the Commanding Officer of the UK Support Unit, Lt Cdr Peter Johnson.

200 children at NPFS party

OVER 200 children and their parents are expected to attend a fund day at Mount Wise, Plymouth, on July 1 to mark the 21st anniversary of the formation of the Naval Personal and Families Service.

The day will include children's entertainers, activities stands, and the cutting of a 21st birthday cake. A fleet of buses will take the children to and from the site.

SWIFT recruits

CERTIFICATES have been presented by Devonport Naval Base Commander, Commodore Jonathan Reeve, to six new recruits to SWIFT – Support Welcome Information for Families Team.

The women, RN and RM wives, have volunteered to give up some of their time to help fellow Service families in the Plymouth area, and to welcome new arrivals.



Full marks for bike guardians

● A marked success in crime prevention – young Liam Morris was one of 248 bicycle owners on Plymouth's Naval estates who had their bikes marked by MAA Debbie Burns and helpers. On hand to give some good advice was PC John Gilbert MDP.

In father's footsteps . . .



● Two ratings who are intent on keeping the Navy in the family have passed out of HMS Raleigh, the new entry training establishment. They are WWTR Jenna Seaman (16) and MA Christopher Ward (22). They are pictured here with their fathers, Lt Philip Seaman and Lt Cdr John Ward. Both Dads are serving at Raleigh and were at the passing out parade.



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"It's alright - we won't dip out! They don't come until the day after the Cup Final!"

NEWSVIEW

Fighting talk from Jane's

IT IS wonderfully ironic that Richard Sharpe, Editor of *Jane's Fighting Ships*, flagship of the global defence information company inspired by Fred T. Jane a century ago, should now give warning of a communications overload.

In his day Jane was regarded somewhat askance by the military establishment ("the grounds of his judgement are sometimes slender," said *The Times*). Even so, he set high standards for accuracy and balance that he passed down to his successors and his science fiction work predicted life in the year 2000 featuring TV and solar heating.

He would no doubt have welcomed the variety of delivery vehicles now employed by Jane's Information Group, CD-ROM, e-mail, the Internet et al. But as his biographer Richard Brooks concluded: "Fred T. Jane helped make it possible for the people to arm themselves with knowledge. Only they can decide whether or not they wish to do so."

So Capt Sharpe has a valid point here - and one he is not alone in making. 'Interoperability' and 'jointery' are two prime buzz words in the military lexicon. As he also remarks in the Foreword to the latest *Jane's*, "The days when navies, armies and air forces did their own thing have long gone."

We need to work this trick with the Armed Services of other friendly nations more than ever now, as the threat of global instability is increasingly posed by maverick, emergent powers who no longer suffer - if that's the word - from the constraints imposed by the old Cold War power balance.

The current development of training opportunities for peacekeeping and humanitarian operations with Russia, as highlighted by HMS Somerset's presence in St Petersburg, is also ironically apposite in the context of *Jane's*.

Because exactly 100 years ago, when the first edition of *Fighting Ships* appeared, the British Admiralty was slow to take up what has long since become the 'bible' of naval intelligence.

Not so the Russians. Even before the book was published they had written to Jane expressing an interest in his work. A few months later, in January 1899, at the invitation of the Grand Duke Alexander Mikhailovich - the Tsar's brother-in-law - Jane visited Russian naval installations in St Petersburg, where he wrote the preface for the second volume.

There, apart from the more run-of-the-mill naval officers, he even met the Tsar himself - and not realising who he was frankly told him that England did not think much of Russia's pacific intentions!

There were no hard feelings, though. Indeed, as Jane himself wrote: "Much is written in England and America about the secrecy with which the Russians shroud their dockyards and ships ... my own experience did not tally with this legend; indeed everything was the antithesis, nor were any restrictions of any sort laid upon me as to what I might afterwards write ..."

The new links between the British and Russian navies also mark the 300th anniversary of Tsar Peter the Great's visit to England, when we opened the doors of our then world-leading warshipbuilding technology to help him found his own fleet.

So once again, these doors are swinging both ways - to produce the sort of communication that can only be forged by diplomacy and face to face contact. It's still the best sort - and you can't do it on the Internet.

HOME SAVINGS ALLOWANCE PAYS OFF

Five years on, the benefits show . . .

THE FIRST Service people to join a scheme which over the past five years has substantially increased their savings to buy a home are now beginning to receive the benefits.

The Services Home Savings Allowance (HSA) was introduced just over five years ago and allows members of the Armed Forces to receive the equivalent of mortgage interest relief (MIRAS) on regular monthly savings they make towards eventual house purchase.

The minimum savings period is five years (60 payments) to claim the allowance, but there is no upper time limit as long as the saver is still in the Forces.

Reductions in MIRAS to home owners over the past five years has meant that the HSA has had to follow suit, but the current £1 allowance for every £9 saved still gives a far more favourable return than most bank or building society schemes when added to the account interest.

At March 31 1994 it was £1 for every £3 saved. Up to March 31 the following year it was £1 for each £4 saved, and £15 for every £85 until April this year.

New members of the scheme, operated through the Bank of Scotland and the Norwich and Peterborough Building Society, can save until they have found a house they wish to buy.

All the savings, plus interest, used to buy a house will earn HSA, but the savings cannot be withdrawn for other purposes - with the exception of savings left over after a house purchase. However, HSA will only be given for those savings used to buy the house.

There is some misconception that personnel can claim both HSA

and an advance under the Long Service Advance of Pay Scheme, but this is not the case as to claim both would be a double benefit.

Personnel should be aware that they cannot take advantage of HSA after leaving the Service, and that the allowance cannot be made after house purchase has been completed.

Funds cannot be released until after the 60th payment, and they cannot be used to pay fees. And if personnel marry someone who is already a home owner, they are ineligible for HSA, as the main object of the scheme is to promote home ownership.

Forms for entry to the HSA scheme are available from Unit Personnel Offices.

Monthly payments are deducted

from pay.

Those in the scheme who want a forecast of the amount of their HSA should write to Miss Charon Tibbs, NPP(Acs)3E&F, Room

1037, Centurion Building, Grange Road, Gosport, Hants., PO13 9XA, sending your account balances at March 31, 1994, 1995 and 1998.

PUTTING HIM IN THE PICTURE

VISITING *Navy News*' offices at HMS Nelson, First Sea Lord Admiral Sir Jock Slater receives a personalised 'Jack' cartoon by Tugg Willson from Tara Shannon. Admiral Slater is succeeding in the Navy's top job by the current C-in-C Fleet, Admiral Sir Michael Boyce, on October 8.

Picture: LA(PHOT) Dave Hunt



Marines compare tactics

A TEAM of 60 elite US Marines has spent two weeks of intensive training with their British counterparts.

The US Marines, all from the Fleet Anti-Terrorist Security Team (FAST) based in Virginia, were guests of Comacchio Company, Royal Marines, based in Arbroath.

Both groups specialise in providing highly-trained personnel for guard duties at bases and establishments where security is paramount.

Exchanges have been organised for several years, allowing them to share experiences at a social and training level.

This year the teams used the FIBUA (Fighting In Built-Up Areas) facilities at Catterick Garrison in North Yorkshire for a full-scale exercise, and 846 Naval Air Squadron added a Sea King.



● White team - Scottish Royal Marines Reservists, Mnes Martin Brooks (left), Richard Smith (centre) and Dave Latimer, on Exercise Hairspring in Norway. Arctic warfare skills will be on display at the Reserve Forces Experience.

White knuckle ride

RESERVISTS from the RNR and RMR will be playing a leading role in what could be the ultimate white knuckle ride.

The Reserve Forces Experience (RFE) takes place this month at the Royal Engineers training area at Minley, near Aldershot.

Organisers say the training area, which includes extensive woodland and a large lake, will provide a backdrop to a display of reserve forces capabilities which visitors will be able to sample in a similar way to a theme park visit.

A continuous procession of vehicles will transport visitors on a predetermined route

through the area while all around them battles are fought, bridges are built, minefields cleared and aircraft roar overhead.

As they cross the lake, Royal Marines Reservists will abseil from a Sea King helicopter - flown by Jersey European Airways pilot Lt Cdr Andy Carver - and assault craft will sweep by to launch an amphibious attack on a small island.

● On the beach - LCpl Wood with men of 2 Troop at Almeira, in Spain. 45 Cdo spent four weeks in the Mediterranean on Exercise Destined Glory, a major amphibious training exercise involving nine NATO countries. HM Ships Fearless, Bulldog and Gloucester, and RFAs Sir Galahad and Sir Percivale took part.

The 45-man RMR team, led by research

chemist Lt Roger Brown, will also demonstrate Arctic and jungle capabilities, and set up an 81mm mortar position.

The largest element of the Experience will be an air head with short take off and landing strip, where visitors can leave their transport and take a closer look at displays.

The RNR stand will feature a demonstration of aircraft engineering skills, and a load handling team will work with an RAF Puma. A Sea King and Mark 8 Lynx will also be on view.

A Sea Harrier, piloted by Lt Cdr Simon Hargreaves, will fly over the air head each day. RNR Air Branch will provide crash and fire teams with two of their newest vehicles.

And for those who like their battles bloody, a Joint Service medical centre will provide an opportunity to see each stage of the care and treatment of battlefield casualties, suitably laced with realistic blood and gore.

The Experience is expected to attract 6,000 visitors over three days, including members of the Royal family, senior politicians, employers, and industrialists as well as potential recruits.

Delegates from the NATO Confederation of Interallied Reserve Officers (CIOR), meeting in Brighton, will also attend.



Ex-PO is now an admiral

A FORMER petty officer had a chance to relive his Navy days - this time as an admiral.

Cllr Norman Carter is mayor of Medway, and one of his official titles is Admiral of the River Medway.

He joined Type 22 frigate HMS Chatham as she travelled round from the South Coast to her namesake town.

But the trip also proved nostalgic for the Commanding Officer of the frigate.

Capt Trevor Soar had the chance to see his first command, HMS Ocelot.

The O-class submarine is permanently moored in Chatham Dockyard as a tourist attraction, and Capt Soar made the most of the opportunity to see how the boat was doing.

Members of Chatham's ship's company joined the mayor at a Sunday service to commemorate the Dunkirk Little Ships, having watched more than 30 of them arrive in convoy at Chatham the previous day for the annual Association of Dunkirk Little Ships commemorative cruise.

The ship attracted big crowds when she was open to

the public during the Sunday afternoon, and the visit was rounded off when Capt Soar unveiled a plaque at the former Chatham Town Hall, now the Brooks Arts Centre.

HMS Chatham is due to enter a period of refit late this year which will take about a year.



● River craft - HMS Chatham on the Medway, while her Commanding Officer, Capt Trevor Soar, greets the Mayor of Medway, Cllr Norman Carter, in front of HMS Ocelot (inset).

PENFRIENDS

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A ten word advertisement in this column costs from as little as £10.

HOW TO ADVERTISE: Simply write your message (MAX 15 WORDS) enclose cheque/PO for £10 (or more depending on the number of words) and send to: 'Penfriends', Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box number will be forwarded on daily. (Payment by credit card/switch please use coupon on page 4)

HOW TO REPLY: Any person who writes to an advertiser must use a stamped envelope bearing the advertiser's box number clearly in the bottom left hand corner. The letter should then be enclosed in a second envelope and addressed as above. We cannot guarantee that unstamped letters will be redirected.

ATTRACTIVE 40+ Adventurous lady requires officer/gentlemen for friendship/romance BOX JUL 0

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JANE PROFESSIONAL, 37 small blonde funny, gorgeous seeks officer penfriend BOX JUL 4

ALISON, 26 5'2", long blonde hair seeks pen-pal BOX JUL 5

CATHERINE 35, single, terrific and write fantastic letters BOX JUL 6

LONELY 38yr divorced mum make me smile, please write A.L.A BOX JUL 7

DIVORCED LADY, 47, genuine and caring, seeks sailor/officer of similar age for friendship BOX JUL 8

JEAN, 40 nice lady, into sports, keep fit seeks penpal aged 30-40 yrs BOX JUL 9

SHIELA, 34 fun loving, caring, GSOH, looking for new friends BOX JUL 10

EMMA, 30 Nurse Manager. Divorced with children, seeks Naval officer for correspondence & friendship BOX JUL 11

I'M JULIA varied interests varied seeks a penpal for friendship BOX JUL 12

HOMELY GIRL 26 yrs seeks nice lonely sailor near and far BOX JUL 13

BLONDE NAVAL widow/ Cornwall many interests, seeks gentlemen - penfriend 65-75yrs. BOX JUL 14

LADY, STYLISH, loyal feminine, 50's - seeks courteous, mature, penfriend BOX JUL 15

FEMALE, 41, divorcee, GSOH seeks unattached naval officer for penpal/friendship BOX JUL 16

ATTRACTIVE, BUBBLY, 29, female, G.S.O.H seeks naval penpals for friendship BOX JUL 17

OUTGOING SINGLE female seeks correspondence with any servicemen/marines BOX JUL 18

I'M 52, I like music, films, correspondence and meeting people BOX JUL 19

CHERRY, 23, GSOH, very caring, likes reading, music, seeks male penfriends BOX JUL 20

41, HOMELY, mum of 2, seeks penfriends, sailor /marine 40+ BOX JUL 21

ALLISON, 30, slim, GSOH, seeks sailor/officer/marine, photo appreciated BOX JUL 22

PENFRIEND WANTED by male, all letters will be replied to BOX JUL 23

Gulf war veterans can help

VETERANS of the Gulf War have been asked to help the Government investigate claims over illness.

Armed Forces minister Dr John Reid has urged veterans to send their full names, date of birth, official number and current address to UK GWHS, PO Box 14929, London WC1E 7HR.

This will ensure they receive a health questionnaire over the next year.

Dr Reid said a number of reports have been published over the past year, including a report into a tank of suspect liquid at Sabahiyah, which turned out to be fuming nitric acid, an investigation into reports of dead animals in conflict zones, and an Internet site has been launched, allowing easy access to reports and information. The website is <http://www.mod.uk/gulfwar/gvi.htm>.

There is also a MOD Gulf Veterans Illnesses helpline on 0171 218 4462.

Just visiting

NAVAL vessels past and present were represented by visitors to Portsmouth Naval Base.

The US Navy Survey Ship Pathfinder paid a four-day visit. Completed in 1994, she is part of the US Military Sealift Command.

Meanwhile the Italian naval sail training ship Orsa Maggiore, a 28 metre craft built of modern materials and using sophisticated communications and navigation equipment, stopped in as part of her 1998 training cruise for young Italian Naval Academy ensigns.

PERSONAL

STUDIO 2

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Thousands flock to visit RN warships on goodwill visit

Flying the flag



ST PETERSBURG was an appropriate city to crown the new naval initiative between the UK and Russia.

The historic capital on the River Neva was the birthplace of Peter the Great's 'Great Embassy' to England in 1697-98. The 28-year-old tsar lived 'incognito' in England while he studied shipbuilding and naval affairs.

That fact-finding mission established Russia as a maritime nation, and the visit by HMS Somerset to join in the 300th anniversary thus celebrated the historical while forging links for the future.

Apart from high-level talks between Flag Officer Surface Fleet, Rear Admiral Peter Franklin, and Baltic Fleet Commander Admiral Vladimir Yegorov, the ship's company of the Devonport-based Type 23 frigate had a full programme of official and ceremonial events.

An RN Guard of Honour supported Admiral Franklin at a wreath-laying ceremony at the Piskarevskiy cemetery, where half a million war dead lie buried.

A 40-strong contingent from the Band of the Royal Marines,

Portsmouth, staged a popular display, including down Nevski Prospekt, the gardens of Peterhof, a palace just outside the city.

A party of sailors from gave up a day's shore time to refurbish an orphanage for children in the suburbs.

Because of her busy schedule, the ship could only open for one afternoon, attracting 2,500 people.

Also in the city was the Duke of York, who hosted a reception on board Somerset, which is named the Shtandart, a replica of Peter the Great's frigate from 1703.

The Duke also joined exercises at the Baltiyskaya Flotilla.

Dressed in Naval uniform, Royal Marines green beret and carrying an AKM rifle, the took part in a mock attack on a downed enemy aircraft.

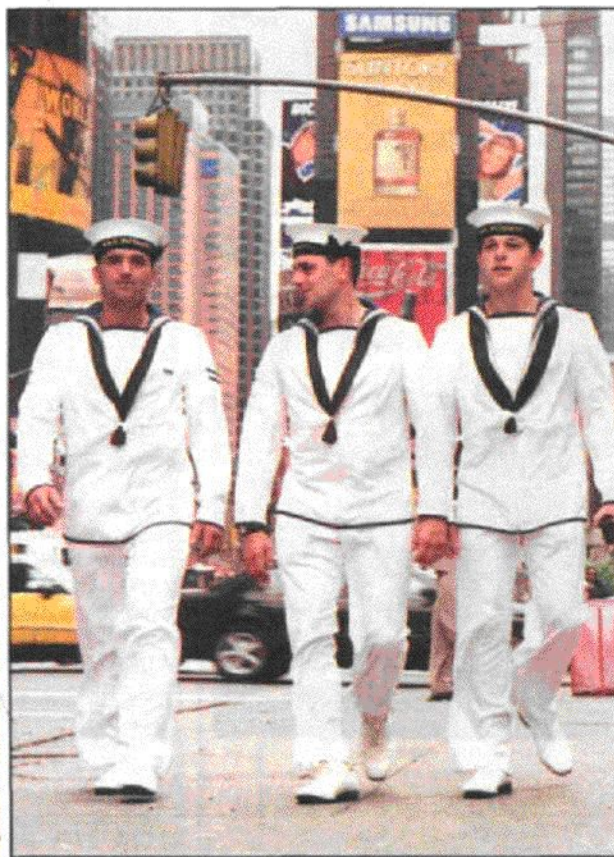
Members of the British Forces, including Royal Marines, are helping to train Baltic troops.

Somerset herself has already participated in Exercise Co-operative Jaguar, working out of Denmark.

● **Paying close attention** – the image of Peter the Great looks on as the Band of the Royal Marines from HMS Somerset plays outside the Hermitage in St Petersburg.

Picture: LA(PHOT) Paul Smith

NY ♥ Richmond



● **On the town** – taking their cue from the famous musical, (from left) AEM John Carter, OM(EW) Scouse Fitzsimmons and OM(C) Gaz Dunn of HMS Richmond step out in Times Square, New York.

Picture: LA(PHOT) Dave Coombs (DNR)

● **Bearing arms** – the Duke of York participates in a training exercise in Latvia on part of a tour which also took Prince Andrew to Estonia and Russia.

Picture: Jayne Fincher (Photographers International)

MORE THAN 10,000 New Yorkers took the opportunity to visit HMS Richmond during US Fleet Week.

The Type 23 frigate was the Royal Navy's representative at the week-long celebration in honour of servicemen and women, culminating in a Memorial Day parade.

Beginning with an international flotilla up the Hudson River, Richmond sailed with supercarrier USS John F. Kennedy and ships from Canada and The Netherlands.

New York mayor Rudolph Giuliani and Secretary of the Navy, John Dalton, welcomed the flotilla, with the Secretary praising the Royal Navy's recent operations in the Gulf.

Apart from the sporting activities and seamanship competitions that took place over the week, one highlight was the **Best Chow in the Fleet** competition, in which the Royal Navy has a proud record.

Each ship enters a team of chefs who prepare and cook a three-course meal from a menu of their choice.

The food is judged by some of New York's elite chefs from top hotels in the city.

There are four categories – best appetiser, best entrée, best dessert and the Best Chow Overall title. HMS Richmond's team of LCH Brian Smith, LCH Steve Grayson, LCH Phil Innes and CH John McCulloch took the best appetiser and overall winner's prizes.

Their appetiser was Smoked Salmon Parcels, followed by roast beef fillet, pickled pork, terrine and duck pate, rounded off with Queen of Hearts torte.

The menu was based on the theme of British royalty, each dish representing a royal house – the Normans, the Plantagenets, the Stuarts the Hanoverians and the Windsors.

HMS Richmond followed up her visit with a series of exercises off Halifax in Canada, and she is due back in the UK in the middle of this month.

from

s to St Petersburg, New York, Quebec City and Montreal



● City lights – Portsmouth-based Type 23 frigate HMS Richmond is floodlit during her visit to New York Fleet Week (above).
Picture: LA(PHOT) Dave Coombs (DNR).

Hornpipe team earns TV debut

EVERYONE worked hard to ensure HMS Manchester's visit to Canada was a success – but it was the ship's hornpipe team and piper who ended up stealing the show against the spectacular skylines of Quebec City and Montreal.

The Type 42 destroyer had just finished exercises off Newfoundland, and a big improvement in the weather allowed Manchester and six other NATO warships a sunlit transit of the St Lawrence River – and time for some valuable maintenance.

The Standing Naval Force Atlantic (SNFL) visit began at Quebec, where Manchester was allocated a prime berth in the historic centre, below the citadel walls where Wolfe's troops scaled the cliffs in 1759 to capture the city.

The ship's company had a weekend to sightsee, but it was not all one-way traffic – nearly 4,000 people visited the ship.

The day before the flotilla sailed, several members of Manchester's ship's company jumped ship to do the transit the hard way.

A group of runners and cyclists travelled the 280 miles to Montreal in aid of the Lord Mayor's Charity in Manchester, raising more than £1,000 in the process.

Those who stayed on board during the river transit weren't idle – a 50km row took place for the Montague Cup, though the sun proved warm for those on rowing machines.

In Montreal the warship again enjoyed a plum city-centre berth, with more than 500 people watching as the ships arrived.

The destroyer hosted the key SNFL reception, attended by 140 dignitaries and NATO officers, who were impressed by Manchester's hornpipe team and the Ceremonial Sunset conducted by a piper.

The UK Consul General's luncheon for key businessmen the following day was also treated to a hornpipe display, and word soon spread.

By the time the ship departed the local press had shown considerable interest, Commanding Officer Cdr David Halliday had done news interviews on TV, a rugby match against Montreal Irish was televised, the ship's company featured in TV coverage of a major league baseball game – and the hornpipers inevitably made their small-screen debut.

● Heads up – enjoying a day out in Quebec are (from top) LPTI Suzanne Howe, MEM Ian Ellerton, OM Duncan Sloan, Sam McGaw and WOM Emma Powell, of HMS Manchester (right).
Picture: CPO(PHOT) Stuart Antrobus (NATO).

● Flag ship – HMS Richmond arrives in New York for Fleet Week (left).
Picture: LA(PHOT) Dave Coombs (DNR).



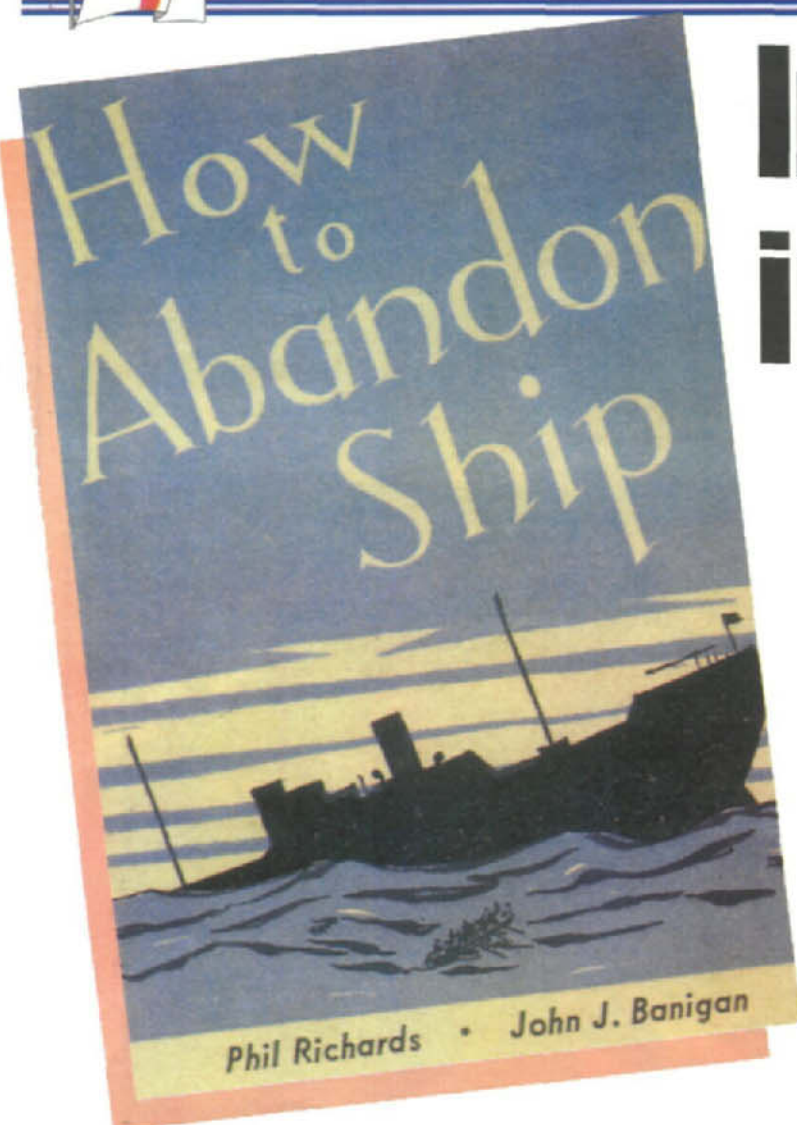
m East to West



At Your Leisure



Images of 'the most important port'



BETWEEN 1939 and 1945 nearly 50,000 men of the Allied merchant services lost their lives. In *How to Abandon Ship*, Phil Richards and John J. Banigan gave some cynically realistic tips on how to avoid making the ultimate sacrifice, including such gems as: "Don't stint yourself on safety gear for your own protection. Steamship operators are like all other businessmen – except for providing five thousand dollars insurance on each seaman, from the captain to the messboy. They wish to keep expenses to a minimum. So if the steamship operator does not do the supplying, you yourself do the buying. A few dollars from your pocket may mean all the difference between your becoming a 1943 casualty or a 1983 veteran."

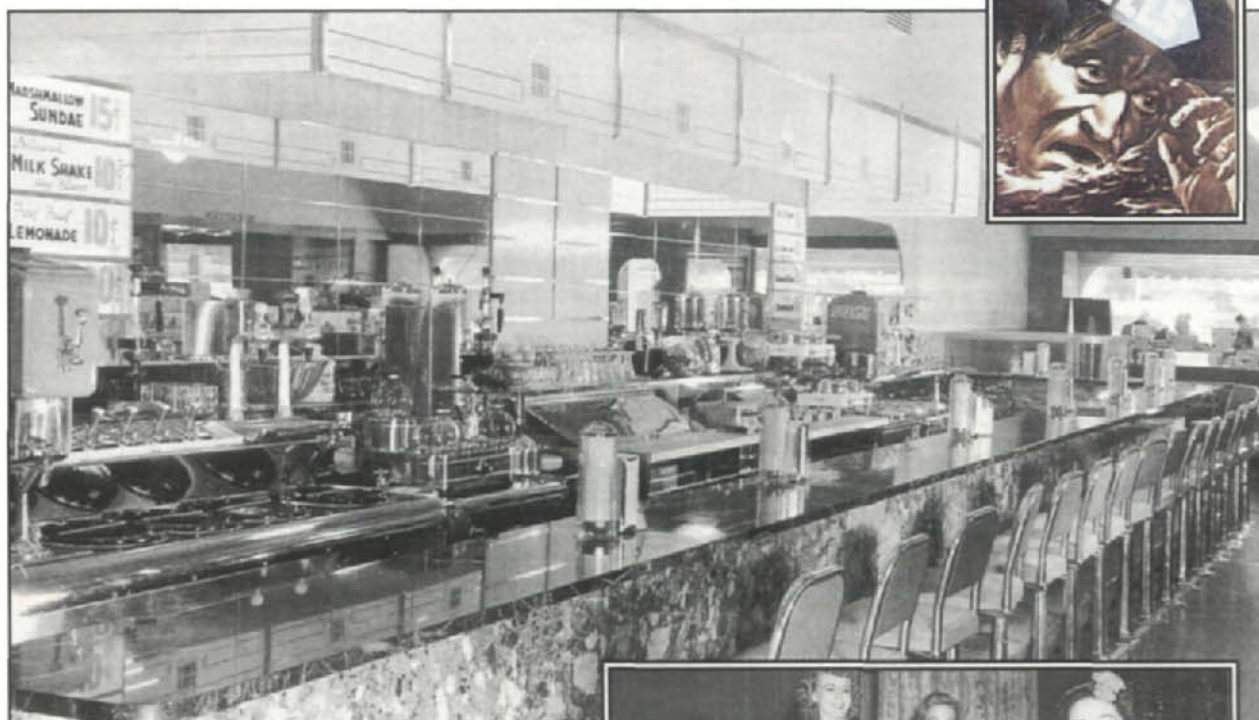
Superbly illustrated with highly evocative posters, book covers and other contemporary graphics together with sharply reproduced photographs, *Convoy* (Aurum Press £19.95) by Philip Kaplan and Jack Currie makes full use of this sort of memorabilia

combined with personal recollections of "ordinary seamen who never had the chance to play the role of dashing heroes" to produce a moving reminder of the vitality of their contribution to victory.

Apart from the retelling of such famous actions as the sacrifice of the *Jervis Bay* in defence of Convoy HX84, the disaster of PQ17 and the epic saga of *Operation Pedestal*, it is supremely valuable for its vivid picture of wartime Halifax, Nova Scotia, whose harbour was the assembly point for so many of the Atlantic convoys and which was then, in the words of Rear Admiral S.S. Bonham Carter "probably the most important port in the world."

● Above: The Green Lantern restaurant and soda fountain, a popular spot with members of all the services in Halifax during the war.

● Right: Eye-catching cast members of the Marcus variety show featured there.



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Heavy relief from Field Gun Jack

THE BOER War, being an exclusively land-based war, is naturally remembered as an Army affair – but as Lord Grey remarked: "The British Army should be a projectile to be fired by the British Navy".

And in South Africa 100 years ago, to some degree it was. In fact, for most of the 19th century the RN's warlike operations had been mostly conducted on shore, establishing the Pax Britannica.

Wherever there was any trouble, the Navy was generally first on the scene, landing sailors and Marines to restore order. And whenever the Army was itself in difficulty, the Navy was at hand to help out.

There are numerous instances of guns being landed from ships to set up batteries in support of hard-pressed soldiery – during the Crimean War and in the relief of Lucknow, for example – but the Boer War perhaps afforded the most memorable.

There the Army found itself out-gunned by the well-armed Boers and the Navy provided immediate help. Ships guns, from 12 pdrs to 6in, were put on improvised mountings and with the sailor crews hauled hundreds of miles inland to play a vital part in the siege and relief of Ladysmith and Kimberley.

One of those involved was 16-year-old Midshipman Andrew Cunningham, later one of World War II's greatest sea-going admirals.

The story of the Navy's involvement in this most unnecessary of wars has never been told in a single volume before – so Tony Bridgland's *Field Gun Jack Versus The Boers* (Leo Cooper £21.95) is timely as well as being long overdue.

It formed the inspiration, of course, for the Navy field gun competition which has been a highlight of the Royal Tournament since 1907 and which has been described as the toughest sport in the world.

The story of this event will be told in a sequel to be published next year to mark the centenary of the Siege of Ladysmith – relieved with the help of a Naval Brigade of 39 RN officers and 403 ratings. Field Gunners with any tales to spin should contact Tony Bridgland at The Old Post House, Udimore, Rye, East Sussex TN31 6BG.

- JFA

Tell it to the Marines, Billy ...

"HE SAID 'As a favour to you son, I'm going to put you in the Marines' and yours truly said, 'And as a favour to you, mate, f*** off. I'm volunteering for the Navy and the Navy is what I want or I piss off home'."

"He almost exploded, and said we have enough in the Navy, so I said I'll go home then until you want some, so he reluctantly said OK Jack Strop (a saying I was to hear many times) but they will put you in the Marines when you get to Fareham. Now sign here on the dotted line ..."

"In the meantime my mate Ted Mills came trotting down the stairs, beaming 'I've passed A1, Bill,' and I said 'Ted mate, I'm in the Navy now so get in there and don't let that old git put you in the Marines. Tell him you won't sign otherwise.' Ted said 'Don't worry Bill, Navy for us.' Says him – he came out and said 'I'm in the Marines.' He was and he spent the whole war on an Ack Ack Fort in the Thames Estuary, never saw one wave ..."

Anyone who knows Billy Swift (ex HMS Scourge) will recognise the voice. The rest of his engaging memoir *I Was An H.O.* (available from the author at £10, Tel 01705 591032) carries on in the same vein, shot through with the high good humour that sustained him and his mates through the worst that the Russian convoys and D-Day could throw at them. Of its kind, one of the best Navy News has seen.

- JFA

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Sweeping statement of a top engineer

CHURCHILL's physician Lord Moran noted that rather than the sharp stress of naval action it was the strain of drawn out service in small ships that caused most of the 3,000 recorded nervous breakdowns among sailors in World War II.

Alfred E. Deeble's memoir *Three Tiffies and a Sweeper* (Pentland Press £15) vividly describes the hardships and problems of living in a small ship in a rough sea in which danger always lurked.

From 1939-45 the author served as an Engine Room Artificer, seeing action in Algerine Class minesweepers in the North Atlantic, on Russian convoys (including the ill-fated PQ17) and taking part in the invasions of Normandy, the South of France and Greece.

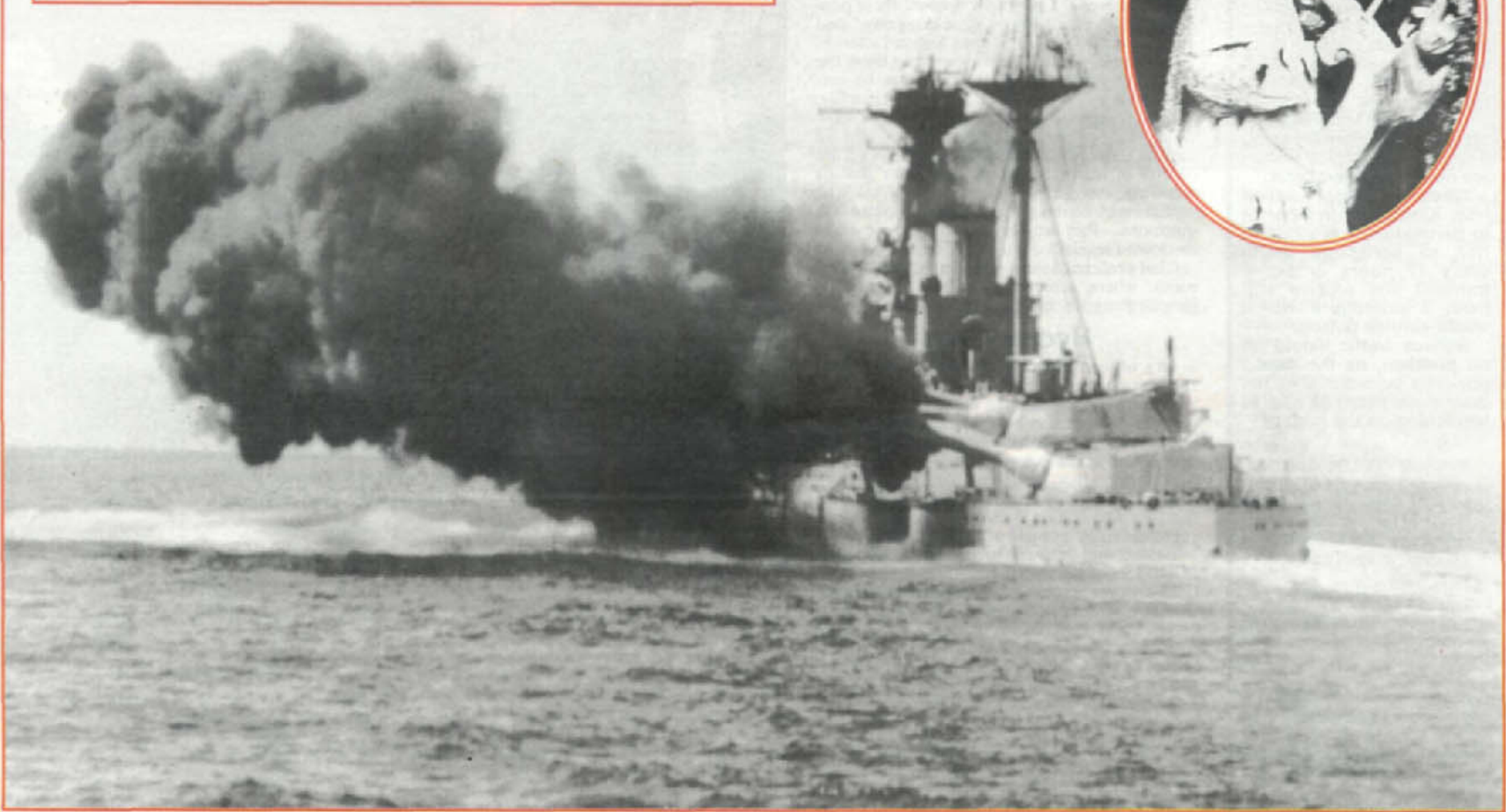
The war ended, he became head of the engineering department of the Navy's largest salvage and rescue depot, where he designed and manufactured an underwater tunnelling lance. This enabled divers to thread massive steel lifting hawsers under sunken wrecks within a few minutes and with the minimum of effort and it became the standard tool in the Service.

Deeble later designed engineering systems for the US Navy. He now lives in Long Island.

DREADNOUGHTS IN CAMERA

HMS Valiant, a Queen Elizabeth class battleship, firing a broadside. Inset: The Duchess of Wellington launches HMS Iron Duke - later Jellicoe's flagship at Jutland - at Portsmouth, using the traditional wooden mallet and chisel to cut the rope which will release the ship's suspended weights.

- From *Dreadnoughts in Camera 1905-20* (Sutton Publishing £19.99) by Roger D. Thomas and Brian Patterson.



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Gwyneth goes off the rails a bit . . .

ScreenScene

THERE is that wonderful passage in Ecclesiastes which points out that the race does not necessarily go to the swift, nor the fight to the strong, nor wealth to the wise "but time and chance happeneth to them all."

Time and chance ... How many marriages can be traced back to somebody deciding one morning to have a second slice of toast, how many funerals take place because someone else tied their shoelace at 11.28 rather than at 11.28 and 15 seconds?

You can think yourself into a nervous breakdown with all this stuff but, still, it's probably high time that a movie was built around the idea of the randomness of existence, and here comes *Sliding Doors* to do just that.

Gwyneth Paltrow plays our Case in Point. A fractious child makes her miss her tube train by seconds and here the film divides, like railway tracks that sometimes branch off, sometimes run in parallel. In the "Missing the Train" scenario she has boyfriend trouble, gets pregnant, meets a possible Mr Right. In the "Catching the Train" version, time and chance happeneth to our Gwyneth for a completely different outcome. The two alternatives are intercut one with the other, and you have to stay focused to remember which zone of fate you're in at any given point. And with such a premise, it was evidently hard to decide whether to make a comedy, a drama or a tragedy, so in the event the film makers have opted for all three.

Incidentally, you can pick up two other alternative texts relating to this picture, one in which it's a British production, made for British audiences; and another in

which it's actually an American-financed movie made primarily for folks in Des Moines, Grand Rapids and all points west. But that's true of so much nowadays, sighed Grandfather.

Blues Brothers 2000 has, basically, songs and car crashes, about 30 of the first and around 3,000 of the latter. Of course, with John Belushi having overdosed himself into Comedians' Valhalla these 16 years gone and other participants such as Cab Calloway and John Candy having likewise left the building, this sequel to the 1980 original is bound to have a certain melancholia about it.

But John Goodman makes for a lively substitute (although the inclusion of a junior Blues Brother, a 12-year-old dancing moppet is wholly to be regretted).

This is a high-energy, high decibel sort of show which, if nothing else, ought to re-popularise that rousing old Gene Autry cowboy song 'Ghost Riders in the Sky'.

- Bob Baker.



● Gwyneth Paltrow stars in *Sliding Doors*.

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Submarine moving 'haven' gives safe passage

THE key to a submarine's potency is its ability to remain undetected.

Royal Navy boats such as HMS Trafalgar pride themselves on their ability to prowl the seas on patrol, watching and listening in near silence.

But when not on patrol – for example, after finishing a series of exercises – there are other considerations.

When Trafalgar sailed from King's Bay in Georgia to Bermuda she planned to rise to periscope depth every 12 hours or so to transmit and receive signals, a procedure which would vary on patrol.

Surface traffic would be no problem, as the boat's powerful sensors give the crew a clear idea of what is happening on the surface.

But with other nuclear submarines slipping quietly in and out of the US Navy's main Atlantic submarine base, some form of control is essential.

This resembles the system used by air traffic controllers, though in this case an envelope of sea, or "haven", is allotted to the submarine.

Plotted into the boat's navigational computers, the haven moves at a steady pace on the allotted course, and that water is guaranteed free of submarines which are under US Navy guidance.

Trafalgar stayed close to the front of the haven, which meant that when she slowed down and rose to periscope depth she would fall back within the block but not drop out of the back of it.

With signalling complete, the submarine accelerated and took up station at the front of the haven again, which also allows a safety margin for sorting out minor problems.

The haven expires at a determined point at a determined time, at which point the submarine is either on its own in the deep ocean, or, as in the case of Trafalgar, in the shallow waters off Bermuda where the boat would complete her passage on the surface.

By Mike Gray

IT IS NO use being a jack of all trades and master of none if you want to be the very best.

That principle holds true whatever your goal – in the case of HMS Trafalgar and her sister submarines, that means being the benchmark at which all other fleet submarines must aim.

"We are a pure hunter-killer, probably the best in the world, and that is because these people practise at their job every working day," said Torpedo And Sonar Officer Lt Simon Lister.

"From our ABs all the way up, they know the submarine intimately. You would not be surprised to see a cook close up a bulkhead in a fire.

"It's different from General Service. I'm not saying it's better or worse, but in the first 18 months officers need to know everything, from control of weapons to how signals for sensors come in.

"Trainees on board are encouraged to ask questions – they are very capable men, even at the lowest levels."

That professionalism is evident in the control room, where screens are often scanned by junior rates with major responsibilities.

Hydroplanes

One officer spoke of a steward being "one of the best planesmen for throwing it about when required" – the helmsman becomes the planesman as soon as the hydroplanes start to bite, and is responsible for steering the ship with the rudder and maintaining depth.

Alongside him, seated at the "snakes' wedding", is the panel watchkeeper, who monitors the trim and ballast systems of the submarine, represented by a tangle of lines and lights.

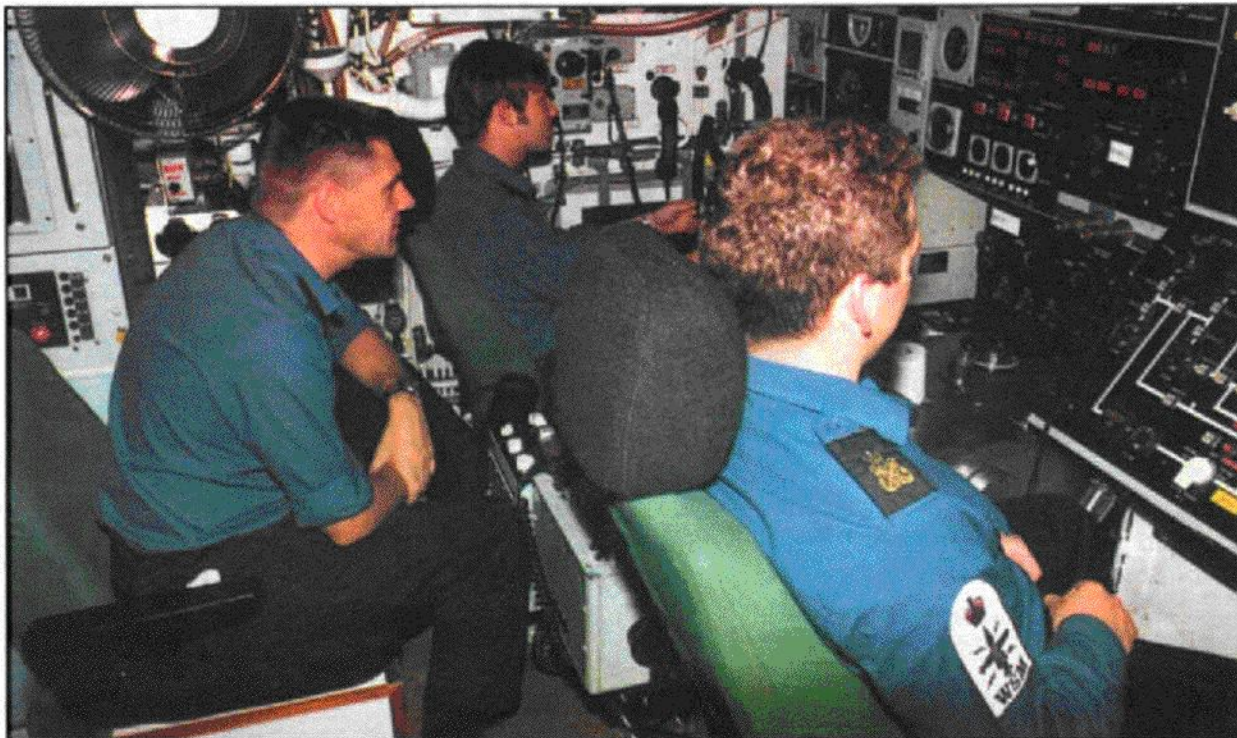
Behind and between them sits the ship control officer of the watch.

Every time a contact is identified by the submarine's sensors, "solutions" are worked out – course and speed, angles of attack and evasion to cover every possible eventuality.

Not only does this keep the crew on their toes – "every contact is a training opportunity" – but it ensures that a vessel which operates in such an alien environment is safe.

Large vessels such as supertankers, for example, can give misleading traces on sonar – and push shockwaves ahead of their bulbous bows which require extra care.

But the constant watchfulness flourishes in an atmosphere of calm and trust, in part because of the potentially claustrophobic environment on a boat which could



● In control – planesman CPOWEA Steve Pratt (far side), panel watchkeeper PO(WSM) Spot Curtis (right), and ship control officer of the watch CPOWEA Ian Hurst (left) drive Trafalgar in the Atlantic.

remain submerged for several weeks.

"It's a very relaxed atmosphere, because we're in each other's pockets," said Lt Lister.

"We rely on self-discipline – these people are so highly-trained that things happen because they have to happen. You don't have to flap about.

"There is so much cross-branch training you can have a senior rate on ship control who will bring the ship to the surface on an alarm with no word from an officer.

"And they will question orders – if someone says something wrong, they will say 'Do you really want to do that?', to which the answer would be 'No, thanks'."

"When you spend as many hours with these people as you do, you know the man inside out.

"Little things can become big things, and you have to let people know – someone with smelly feet gets told to sort it out, because we're all in

the same boat."

The same relaxed approach which marks their work is applied to the men's spare time.

Videos are popular, and varied musical tastes are catered for with CD players – wardroom requests ranged from classical to Chumbawumba on the transit from Georgia to Bermuda.

Consternation

News from the UK is eagerly sought, with digests being pinned up on notice boards, but a dearth of football results caused consternation as the season drew to a close.

On patrol the passage of days is sometimes difficult to measure, with the date being of more importance for operational purposes.

But most crewmen keep a rudimentary tally. "It's like Groundhog Day on board," said Lt Lister. "You can tell its Sunday because you get seggies (grapefruit segments for breakfast), and it's usually Saturday if it's steak, though they put it in midweek occasionally just to throw us."

The closeness of a crew extends beyond each boat, according to Lt Lister.

"The other thing is the Submarine Service is very incestuous. When you join a boat you generally know upwards of ten people."

And, just to prove the point, his brother is First Lieutenant in HMS Vanguard (Port).

CREW members on ship control duties do six hours about, depending on the speed of the vessel, with the planesman and panel watchkeeper swapping more frequently than the ship control officer of the watch.

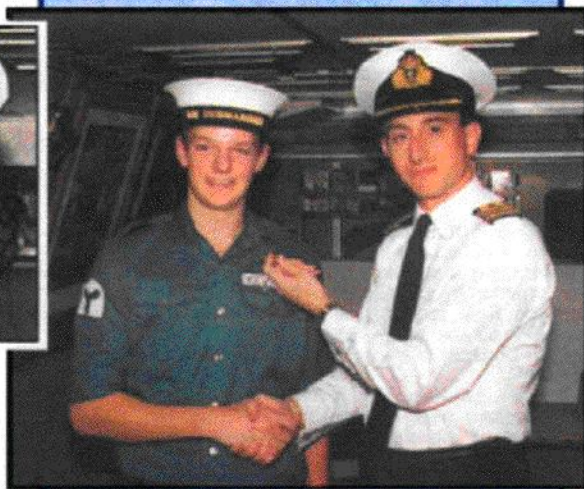
"In Trafalgar, depth is usually automatic, and course is manual, though at periscope depth it's the other way round," said CPO Ian Hurst.

"Everybody gets involved with the general running of the boat."

As he spoke the boat's radio supervisor was poring over the navigational charts and a junior officer was getting some gentle ribbing from a couple of senior ratings – a not unusual state of affairs in Trafalgar.



● In the spotlight – CPO Alan Hill (above) and MEM Christopher Keville receive their awards from the Commanding Officer of HMS Trafalgar, Cdr Matt Parr.



Youth and experience

TRAFALGAR'S Commanding Officer Cdr Matt Parr believes he has a useful blend of youth and experience on board.

That view was illustrated at a Captain's Requestmen, a procedure whereby administrative matters such as awards and promotions are effected.

This took place on Easter Sunday, 120 metres below the surface of the Atlantic.

Seven men were seen by Cdr Parr; the first and last epitomised the captain's view of his crew.

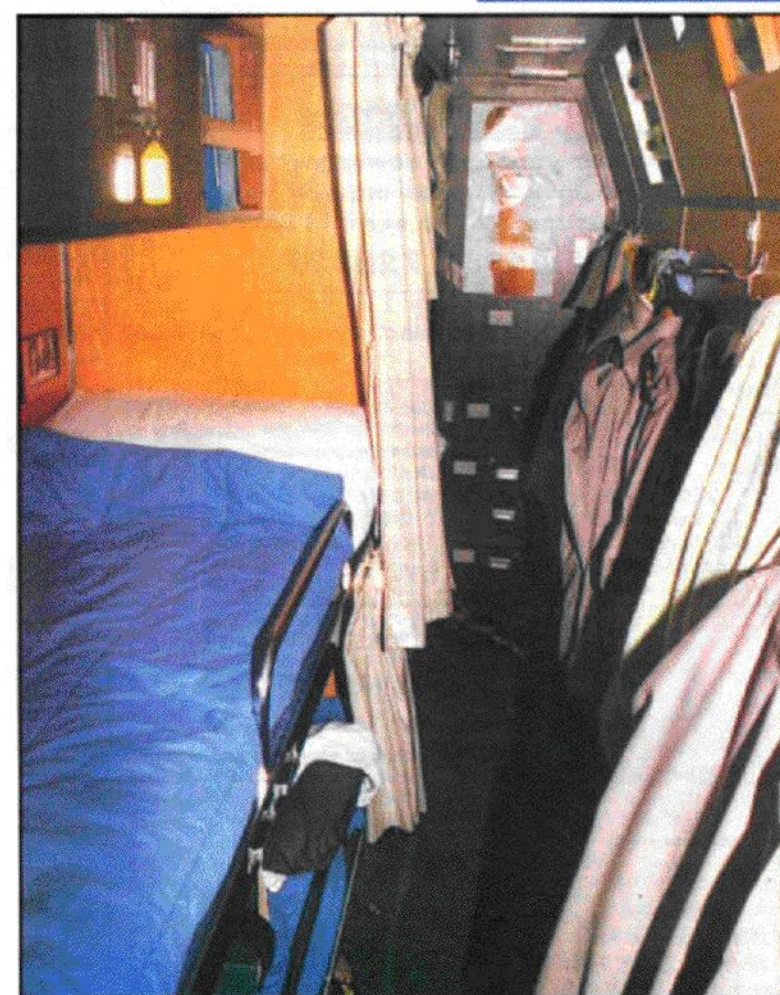
CPO(TS) Alan Hill, who was awarded his Long Service and Good Conduct medal clasp, joined the Navy before some of Trafalgar's officers were born.

Cdr Parr said he was delighted and honoured to be asked by CPO Hill to present the award.

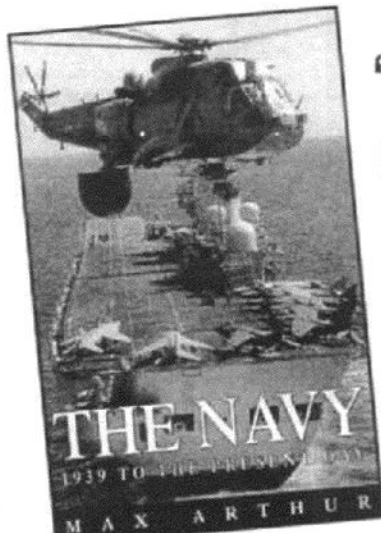
At the other end of the scale was MEM2 Christopher Keville, qualifying as a submariner at the age of 17.

"From a man at the pinnacle of his career to the youngest man on board receiving his first submariner's badge," said Cdr Parr.

"One of the best jobs I get to do is stand in front of you and award you your dolphins. Welcome to the club."



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AMONG the most important people on board Trafalgar are the chefs, food being a highlight in the submarine's routine.

Trafalgar has four; three are at sea while the fourth catches up on leave.

And it is the responsibility of this trio to supply the 120 crew with three meals a day, plus a late-night snack.

Chefs Matthew Whitbourn and Martin Jones are proud that, apart from some burgers, there is no convenience food carried on board the boat – everything else is made from scratch.

Menus are down to the whims of the chefs. "That really comes from experience with the job," said Matthew, who has been in Trafalgar for two of his ten years in submarines.

"You talk to the crew and see what they want to see on the menu. And it all depends on what we have got left in the stores. We can only carry so much."

"We do not have a menu rigidly planned – months ahead," said Martin, who served in the Polaris fleet before T-boats.

"We vary it as we go along – you cannot re-store on a patrol, so we like to see what's left and go from there."

"The occasional dish doesn't suit everyone, but for what they get and what we have to work with I think it's pretty

good."

"Chinese and curries and that sort of thing go down well," continued Matthew.

"You always have the steak night Saturday, and fish on Friday. And there's roast lunch on Sunday otherwise people get upset, and Yorkie duff with it."

As he spoke he was getting to grips with an industrial-sized Yorkie duff, containing 60 eggs – on a standard patrol Trafalgar would carry about 60-70 boxes of 15 dozen eggs.

The midnight "soupy snack" was popular, and when I asked what it was, I was told it was summer soup – some o' this and some o' that.

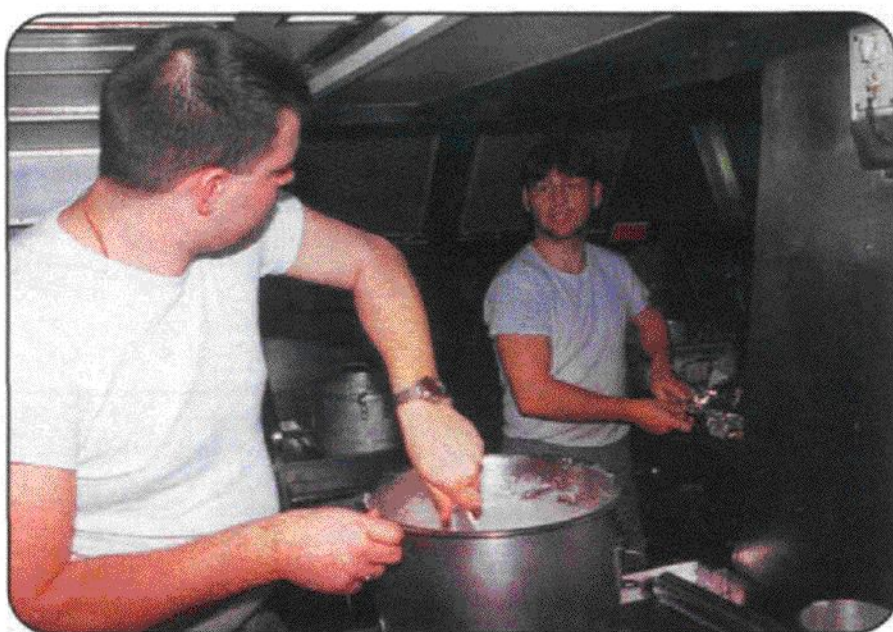
The galley is, in estate agency parlance, "compact" – there are two ovens, four ranges, a shallow fryer, deep fryer and a grill, all in a space little bigger than a domestic kitchen.

"Everyone eats the same – there is no discrimination," said Matthew, who likes the regime of the Submarine Service.

"I wouldn't go on the surface. I think it is more relaxed here, and the atmosphere is friendlier – it has to be, because you work in close confines. Like most people on board, they have more than one string to their bows."

"Our jobs are duty chef, first aid team, and policemen in an emergency. And I'm one of three ship's divers," said Martin. Each also has responsibility for particular stores.

"... you always have the steak night Saturday, and fish on Friday. And there's roast lunch on Sunday otherwise people get upset, and Yorkie duff with it ..."

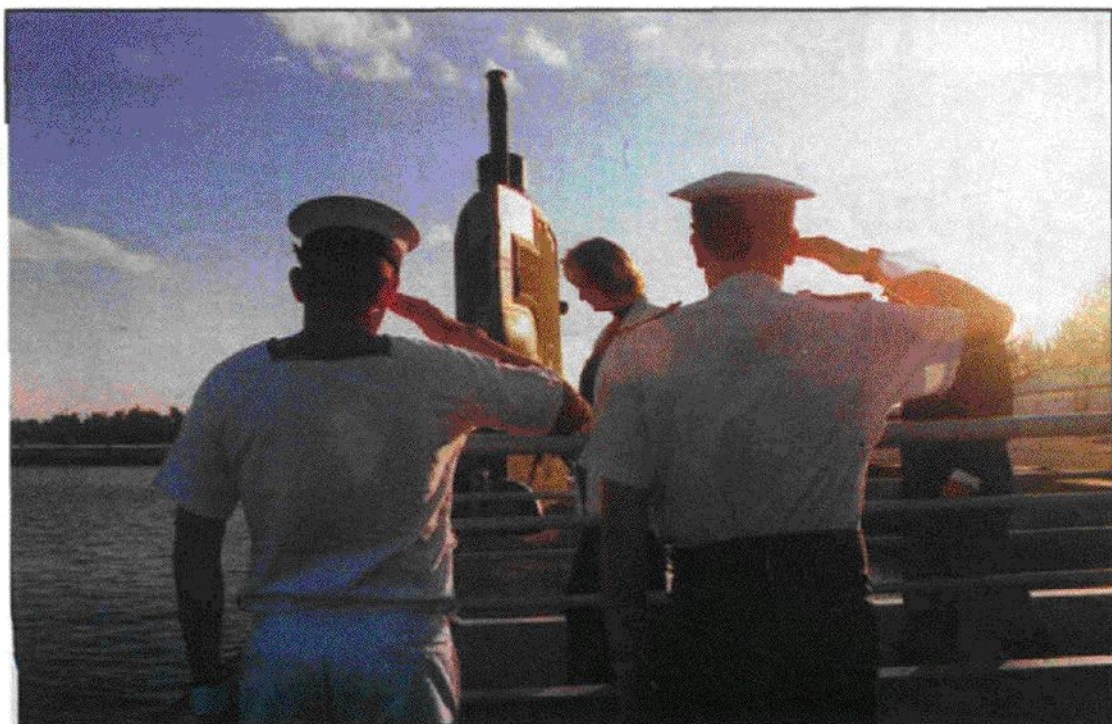


Martin said: "We do 12 hours on and 12 hours off. We can work up to 100 hours a week – we are certainly working at least 90 hours."

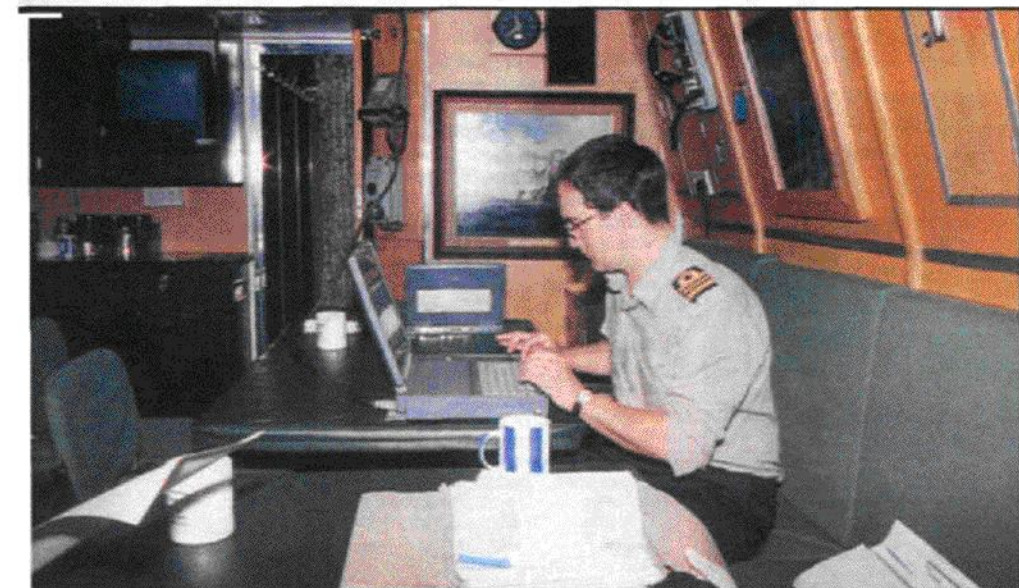
"Once we have done our 12 hours, we have to see to the stores, keep the galley clean, do spot musters and the like," said Matthew.

"But I don't care how sad people think I am, I like this job."

● **Hard work** – CH Matthew Whitbourn (left) stirs the Yorkie duff for Sunday roast in the galley of HMS Trafalgar, while discussing the finer points of the day's menu with colleague CH Martin Jones.



● **Sunset salute** – guests attending the HMS Trafalgar cocktail party in Bermuda are welcomed on board the submarine in the traditional manner. One or two were rather unprepared – cocktail dresses and high heels, or formal dinner suits, are not designed for use in cases of submarine entrance hatches and vertical steel ladders.



● **Old and new** – Lt Cdr Pete Brown makes the most of a quiet spell to work on a laptop computer in the wardroom of HMS Trafalgar in front of a picture of the Battle of Trafalgar.

Dry store (aft, golf bags)

SPACE is at a premium in a warship, and never more so than in a submarine.

Bunk spaces for both ratings and officers are compact – there is still some "hot-bunking" in HMS Trafalgar, where a bunk is vacated by a crewman going on watch, allowing his oppo to climb in for some well-earned rest.

Facilities in general are somewhat utilitarian. There are two toilets for the 17 officers on board – the CO has his own bathroom – and wedged between the cubicles is a small wash-basin and a shower.

The adjacent officers' cabin has five bunks, with barely room to stand beside them – and this is home for weeks on end.

But when needs must, space can always be found for vital equipment.

As the crew left the boat in Bermuda, golf bags mysteriously appeared from hidden recesses of machinery spaces and storage rooms, and the chefs were popular men during Ocean Wave last year, when their store rooms were seen as ideal repositories for didgeridoos, stuffed koalas and the other accretions of Navy world tours.

Party means hard work for steward

FOR SOME, the hard work didn't end when HMS Trafalgar tied up in the former naval base in Bermuda.

Most of the crew were straight into shorts and T-shirts, but there was still plenty to do in the submarine.

The wardroom serves many purposes in a submarine – dining room, lounge and office being the most common.

It was in the wardroom that details of hotels, transport and functions were thrashed out with local representatives as soon as the submarine was alongside.

As the two sides worked, local telecommunications engineers set up links with the island's network and sold phone cards.

Standing by was LSTD Paul Dickinson, who presides over the running of the wardroom, and was conscious of the fact that time was running short.

As soon as the port meeting was over, he was able to start preparing for a cock-

tail party due to start in just two hours.

Panelling and parts of the furniture were removed to reveal a precious hoard of alcohol, and a table set up in the corner.

"There are only 15 to 20 people tonight, local dignitaries and the like," said Paul, who joined Trafalgar in November.

"We can only cope with a certain number – a maximum of 50, including officers, because of the space."

"Officers have to serve drinks themselves because you cannot get through."

Paul acts as hotel manager on board, looking after officers' uniforms, allocating cabins and arranging mealtimes among other tasks.

He also takes his turn at other ship's duties – the morning after the party saw him on guard on the casing, and he was planning to requalify as a planesman.

"This is a happy ship, but then it has got to be. Everybody gets on with everybody. New people just slot into place," he said.

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To have the opportunity to win one of these fantastic prizes listed above simply answer the question below and send your entry in to arrive no later than August 15th 1998

Who invented the telephone?

A. Thomas Edison

B. Alexander Graham Bell

C. Marie Curie

Mobile Style Competition

Answer

NAME

ADDRESS

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**MOBILE
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A new concept in mobile phone ownership. Mobile style have all the latest and up to the minute fashion mobile phone accessories.

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Send all entries to Navy News, HMS Nelson, Portsmouth, Hampshire PO1 3HH. Closing Date 15.8.98. No employees of Mobile Style and Navy News or members of their families shall participate in this competition. No correspondence will be entered into. The Judges decision is final.



The GANG PLANK Club

WELCOME aboard again, me hearties, just in time for our holiday cruise. Me gang tell me that you have packed up your school books and are looking for something to do.

Well, let me tell you, there's going to be fun and games in that strange city called London. From July 21 to August 2, at a place called Earls Court, you can visit the Royal Tournament. I understand there's all manner of exciting things to watch and best of all, you can meet me! Look out below to find out how.

At the end of August, on that there Bank Holiday, the crew and I will be sailing into Portsmouth for a fantastic International Festival of the Sea. All me friends will be there with loads of awesome ships and boats of all shapes and sizes.

My mates at Navy News have got me a place of me own on the land so you can come and see me. I've got a treasure map for you all to see, and if you guess where the treasure is, you will have the chance to win one of those shiny new Raleigh bikes, just the job for riding between ports.

Also, I've been cleaning out me old treasure chests, and if you are a member of the Gang Plank Club, you can take a dip into me chest and take away the odd bauble! After me long months at sea I'm really looking forward to meeting you all!



CHAT PAD

CAPTAIN PLANK has received a lot of letters this month. Keaton Kerridge from Claythorpe in Cambridge liked his toothbrush and toothpaste: We think he's been very good 'cos he has to brush his teeth lots of times a day and he doesn't complain and make a fuss.

Sarah Lockie liked her membership pack even though her Dad tried to pinch her baseball cap! Thanks for the jokes, Sarah.

Alana Harris sent us a Design 2000 which we thought was very good and thanks to Jenna Wood for her jokes. We would like some more tongue twisters so keep them rolling in.

Finally, I have some great news for you. In the August copy of Navy News we will be having four whole pages for the Gang Plank Club, and you will be able to pull out the pages and keep them.

There will be some exciting competitions, a strange story from Technocat, a visit to a brilliant museum and lots of things to do on our summer activity pages. So, don't forget to get your August copy of Navy News.

WIN A FREE MEMBERSHIP TO THE SEALIFE EXPLORER'S CLUB



The Sea Life Explorer's Club is a great new way for kids who love the marine world to have fun finding out more about it. You get a special welcome pack complete with souvenir certificate, button badge and activity sheet. You also qualify for unlimited free entry* to all Sea Life Centres and the National Seal Sanctuary.

SIMPLY UNSCRAMBLE THE FOLLOWING LETTERS TO FORM THE NAMES OF THREE SEA CREATURES.

CUSPTOO

RASHK

BARC

Name Age

Address

Postcode

Send your completed form to 'The Gang Plank Club', Navy News, HMS Nelson, Portsmouth, Hants. PO1 3HH Closing Date 31st July 1998. The Judges decision is final. Employees and relatives of Navy News are ineligible for this competition.



What to do this summer holiday

July 24 to 26: The Country Landowners Association Game Fair is being held at Stratfield Saye, Hampshire. There is a living countryside feature and a children's trail. For further details, contact CLA Game Fair on 01256 389767.

July 21 to August 2: The Royal Tournament, Earls Court, London.

July 1 to 5: Henley Royal Regatta, the unique annual rowing regatta on the Thames.

July 11 to 12: RAC British F1 Grand Prix at Silverstone. This is an exciting but expensive day out, so save up your pocket money!

July 16 to 18: The Cutty Sark Tall Ships Race. Over 100 tall ships will arrive in Falmouth, Cornwall, for the start of the race. There will be a week of activities there.

August 28 to 31: Portsmouth's International Festival of the Sea.

NEWS FLASH



CAPTAIN Plank is packing his bags ready to go to the Royal Tournament in London.

He's going to be on the Navy News stand for the whole of the tournament - or, at least if Captain Plank has to be off on a voyage, he will leave his life-size model for you all to see.

Not only that, but every member of the Gang Plank Club who visits the stand will receive a free photo of themselves with Captain Plank. What a picture!

Technocat's cat-o-logue of games



TECHNOCAT has been busy reviewing more exciting video game releases. He can't wait to tell you about them, so here are two new games, just right for a rainy summer afternoon.

Playstation have just released Grand Turismo, a driving game with a difference. There are eight courses and a selection of 160 cars to buy, win and drive. It's got playability, great music and sound effects, license tests, prize cars, and looks good too.

Real thing

Playing this game really left Technocat tingling to the tips of his tail. If you want to see touring car racing live, Technocat says you should get down to Snetterton on July 25 and 26 for round 15 and 16 of the AutoTrader British Touring

Car Championships, or round 17 and 18 at Thruxton on August 1-2.

Coming soon is Pet in TV. This is a game about raising an artificially intelligent creature. When the game starts, it is just a baby, and you have to teach it everything in the world, but it's a two-way process and you'll have to figure out some puzzles for your pet to progress!



July birthdays

Simon Close, Kerri Bass, Caroline Beverley, Claire Spivey, Catriona Dyson, Joshua Davis, William Gwynne-Thomas, Peter Close, Luke Morton, Christopher Grigg, Damien Karnstein, Naomi Garland, Maria Nellis, Sam Brooks, Joanna Conroy, Rebecca Youngs, Christopher Stevens, Sarah Lavell, Andrew Kearney, Samuel Braund, Jarrod Graham, Joe Hollis, Alexander Napper, Charlotte Cooper and Sophie Luke



Membership Application Form

Please enrol me as a member of The Gang Plank Club. I enclose a PO/cheque (payable to Navy News) for £3.25.

Name
 Address
 Postcode
 D.O.B. Tel No
 Do you have any Brothers ☐ Sisters ☐ Ages ☐
 Special Interests: Sport ☐ Music ☐ Film/TV ☐
 Friends ☐ Reading ☐
 Who does this copy of Navy News belong to?
 Parent ☐ Grandparent ☐ Other ☐



JOIN THE GANG PLANK CLUB AND YOU WILL RECEIVE A GOODIE BAG SIMILAR TO THE ONE SHOWN.

Send your completed form, together with a postal order/cheque for £3.25 to: Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH. If you would like any further information before applying, call 01705 733558 or 01705 826040 (24-hour answerphone)



WIN!

NAME THE CHARACTERS CORRECTLY AND YOU COULD WIN

Flagship Portsmouth Passport tickets for two adults and two children worth £60 to visit all the attractions - the Mary Rose, HMS Victory, HMS Warrior 1860, the Royal Naval Museum Dockyard Apprentice, Dockyard Heritage Trail, Warships by Water boat tour, plus Star Trek - The Exhibition.

PLUS

Star Trek computer accessories - a monitor mask and disk holder, plus a child's Star Trek - The Exhibition T-shirt.

WIN!



Pic A



Pic B



Pic C

Pic A

Pic B

Pic C

Name **Age**

Address

Postcode

Send your completed entry to 'The Gang Plank Club', Navy News, HMS Nelson, Portsmouth, Hants. PO1 3HH Closing Date 31st July 1998. The Judges decision is final. Employees and relatives of Navy News are ineligible for this competition.

This feature is sponsored by

LOCKHEED MARTIN

Portsmouth International Festival of the Sea

Festival tickets are on sale now

TICKETS for August's International Festival of the Sea in Portsmouth have gone on sale at Tourist Information Centres and Service shops throughout the South.

And for Serving members of the Royal Navy, dockyard workers and ratepayers of Portsmouth and Gosport, there is a £2 discount on the ticket prices, and the discount is also available to members of the Royal Naval Association, through RNA HQ in London.

The full ticket prices are: Adult £16, Family Ticket £40, Senior Citizen £14, Child £10. A four-day ticket can be bought for £48, a three-day ticket costs £40 and a two-day ticket costs £28.

There is also a 10 per cent discount for groups of 10 to 44 and a 15 per cent discount for groups of 45 or more.

The Festival's grand finale on Monday night will be a £50,000 fireworks display which the organisers say will light up the whole City. Service shops which will be selling the tickets include

those at HMS Nelson, HMS Dolphin, HMS Sultan, Royal Hospital Haslar, CTCRM, BRNC, HMS Seahawk, HMS Raleigh, HMS Heron, Whale Island, HMS Collingwood, HMS Dryad and HMS Drake.

Outlets

In Portsmouth, tickets are on sale at the tourist information centre at The Hard and at the Flagship Visitors Centre at Victory Gate of Portsmouth Naval Base.

SEE THE SHOW FOR FREE!

ENTER THIS competition, and you could win two great days out for yourself and your partner or friend at the International Festival of the Sea. Navy News are offering four sets of two tickets each. All you have to do is answer the following:

1. Name one of the aircraft carriers currently in service with the Royal Navy.
2. Which arm did Admiral Lord Nelson lose as a result of a wound?
3. Which of the following is not a helicopter:
a. Sea King. b. Sea Harrier. c. Lynx.

Answers should be sent to: IFOS Ticket Competition, Navy News, HMS Nelson, Portsmouth, Hants. PO1 3HH, with your name, address and telephone number. Closing date for entries is August 12. Entries with all three correct answers will be entered in a prize draw.

The judges' decision is final and no correspondence will be entered into. Employees and relatives of Navy News staff are not eligible to enter.

Recruiting team to be out in force

NAVY and Royal Marines recruiters will be making their biggest single effort ever at IFOS.

At the festival they will muster all five of their 40ft display trailers, two mobile display vehicles and the Commando Display Team.

There will be a static display area and a special stand to attract young engineers featuring Liz Lamont, presenter of BBC TV's *How Did They Do That?* Also on hand will be the Royal Marines who last year rowed the Atlantic - Cpls Steve Lee and John Bryant.

The displays will be manned by Naval careers staff from cities in the Midlands and South of England. Stu Reed, a spokesman for Director Naval Recruiting, said it was hoped to interview and advise thousands of potential recruits for the 5,000 Naval jobs on offer every year.



● Capt Paul Canter and festival marketing director Annie Taylor get to grips with a giant IFOS ticket by HMS Victory. Picture: Penny Taylor



Over to You

French prisoner: Philippe Singeot's ancestor was a prisoner on a hulk, possibly in Devonport, from 1803 to 1816. Are there any museums, libraries or books which give details about prisoners, or paintings or models? The man, Pierre Samson, returned to France in 1816. Contact Philippe at 14, Rue de Roses, 60460 Precy/Clise, France, fax 03 44 27 62 10.

John Young, HMS Courageous: Do any survivors of HMS Courageous, sunk in September 1939, or other ex-shipmates recall Leading Stoker John Young? His youngest son would like to hear from you. Contact Graham Young at 5, Somerset Court, Lanrumney, Cardiff CF3 9NN.

Walrus rescuers: In September 1944, Lt N. Longdon RNVR and Lt A. Atkins, of the FAA, flew a Walrus seaplane to rescue the Canadian aircrew of a Halifax bomber which came down off the Lincolnshire coast. One of the Halifax survivors is hoping to contact either rescuer. Contact the survivor c/o Mr D.M. Mackintosh, 33, Woodlea Drive, Bromley, Kent BR2 0UG.

Sinking of U39: Does anyone have pictures of U39 sinking or her crew taken prisoner – it was the first U-boat kill of the war, involving destroyers HM Ships Faulknor, Foresight and Foxhound. Contact H. Robinson of the HMS Faulknor Association at 15, Glenholme, East Meon, Petersfield GU32 1PY, tel 01730 823297.

HM Ships Ashanti and Eastbourne: Does anyone have pictures of the Tribal class ship (1936-46) and the World War II minesweeper J1277 Mr D. Knowles served in them. Contact him at 17, Clee House, Lanes Court, Tewkesbury, Glos GL20 5JQ.

HMS Terror 1930-1940: The curator of the Republic of Singapore Naval Museum would like photos for the HMS Terror display panel. Photos will be returned. Contact Mr C. Gibson at 18, Fish Dam Lane, Monk Bretton, Barnsley S71 2PX.

HMS St Wistan: Has anyone got a photo of this steam trawler (preferably in wartime livery), and does anyone know the whereabouts of her CO of 1942, Lt Cdr Forster? Contact Dr A. Large, PO Box 800, Ulverston, Tasmania 7315, Australia.

Convoy KMS9: Robert Hodgkinson is seeking the following from the 37th Escort Group accompanying slow convoy KMS9 from the UK to Gibraltar in February 1943. From HMS Black Swan the Captain and escort commander T. Pakenham RN and HF/DF Officer Midshipman R. Howell RNVR, and/or any officers or signalmen on the bridge on the night of Feb 13-14. Also S/Lt P. Pallot, RNVR, Signalman J. Stewart or the above-deck crew of corvettes HMS Mallow and HMS Campton, which chased and attacked a U-boat in Feb 13. Contact Robert at 119, Parker Drive, Prince George, BC, Canada V2M 4S7.

Dynamite Cargo: Does anyone know of this book by Fred Herman, concerning the story of Merchant Navy men on Convoy PQ18 to Russia? If so, please contact F. Allsopp at 31, Milldale Rd, Kettering, Northants NN15 6QD.

Harry Cockayne: Harry was a Leading Seaman in HMS Hardy when he was killed at the Battle of Narvik in April 1940. Mrs Jean Watkins was seven when her father

died, and her sister was born days later. They want to hear from any shipmates who can tell them more about Harry, or have pictures or info about the ship and the battle. Contact Mrs Watkins at 52, Brunswick Rd, Handsworth, Birmingham B21 9AA.

RCSCC Nelson: In the 1940s and 50s there were links between RCSCC Nelson, Canada's oldest sea cadet corps located at HMCS Scotian in Halifax, and officers and staff at HMS Nelson. Steve Gault would like to renew the links – contact him on e-mail at nelson@hotmail.com

TS Europa: Lowestoft Sea Cadets of either unit no 225 (1939-46) or 525 (1965 to date) are asked for information or photos for the unit history which Mr Jefferson is writing for the 50th anniversary next year. Contact him at 298, Oulton Rd, Lowestoft NR32 4QL.

Brian Maloney: Mrs Green met her brother Brian Maloney for the first time last October as they had been adopted, but he died two weeks after they met. Does anyone recall his Navy service? He was born April 1958 and joined up in Jan 1976, leaving February 1980. An able seaman, he used to write to a colleague called Mac. Contact Mrs Green on 01623 793086.

Officer Cadet training cruises: Ex-LM(E) J. Best served in HMS Devonshire and HMS Triumph from 1952 to May 1954, when they did three cruises (Med, West Indies and Scandinavia) a year. Can anyone give him details of dates, times and port visits, and tell him which, if any, ships followed Triumph in the Officer Cadet training role? Contact him at 88, Heol Bryngwili, Crosshands, Llanelli SA14 6LU.

Semaphore flags and Morse code keys: Pat Smith is seeking these items, particularly from the 1940s, in any condition. Contact Ms Smith at 27, Gerrard Crescent, Brentwood, Essex CM14 4JU, telephone 01277 225342.

HMS Eagle 1951-53: Taff Capron is trying to replace the Blue nose certificate and photos relating to his service in Eagle from Nov 1951 to April 1953, of particular interest is that material relating to his RM detachment, and those photos taken inside the Arctic Circle, Norway, Malta and Gibraltar, where they performed the Ceremony of the Keys. Contact Taff at 42, Westbourne Rd, Downend, Glos BS16 6RX, tel 0117 957 4968.

HMS Saintes 1960-62: 1st Destroyer Squadron, Home and Med Fleets – were you in 8 or 9 Mess – where are Johnno Johns, Jock Glendening, Ginger Kinsman, Horace Lea, Buster Crabbe, Bunny Warren et al? Contact John 'Chats' Harris on 01245 252569, Rob 'Ozzie' Hoskins on 01494 783269, or Steve Marvell on 01375 857536.

Dick Buckmaster: Dick served in DEMS in the war, losing his life on the Norwegian ship SS Storvik in October 1943 in the Gulf of Aden. His sister Mrs P. Moore would like to hear from any survivors who could give her any info on her brother. Contact her at 46, Clive Grove, Portchester, Fareham, Hants PO16 9RR.

Combined Ops 1957-69: Gary Finney's father served 22 years in the RN, followed by 14 years in the Royal Australian

Naval Reserve. Does anyone have any photos or info on HMS Rampart (LC4037, 1957-59), the crest of Combined Ops, and a brief history or list of books published on Combined Ops. Contact Gary at 22, Cumberland Way, Waikiki, WA 6169, Australia, tel 09 852 78660.

WW1 badge: J. Pater has what he believes is a First World War metal minesweeping badge, oval in shape, 3in long, with a crown on top, a mine in the centre and Mine Clearance Service at the bottom. Any ideas? Contact Mr Pater on Flat 36, Sixhills St, Grimsby DN32 9HW.

Stephen Goodwin: Gail Latham Smith is trying to find her cousin and her husband Kathleen and Graham Goodwin, of Birmingham; one of their sons Stephen joined the Navy in May 1984, and was in the Submarine Service, possibly serving in S-boats at Devonport. Contact Gail at PO Box 84, Boylston, Massachusetts 01505 USA, or e-mail at gailsmith@erols.com.

Wooden rowing boat: A friend of Lt Cdr Dormer RNR (and RNVR) retd restores wooden vessels, and is working on a 16ft, transom-stern rowing boat, made of half-inch elm planks on oak frames. It has the WFD sign and the number D318.

Reunions

JULY

Fast Minelayers Association South East branch meets July 6 at Kennington RBL at midday. Contact Ray Moore at 89, Watling Rd, Norwich NR7 9TG, tel 01603 437652.

TS Narvik Bromley Sea Cadets rededication ceremony and reunion on July 26. Details from CO Lt G. Bilby on 0181 653 9976 or e-mail Narvik@Bilby.EasyNet.CO.UK

SEPTEMBER

HMS Diana reunion will be in Birmingham on September 4-5. Details from Gordon Woods on 01928 577694.

HMS Anson Association reunion will be at Hayling Island on September 4-7. Details from Ken Whiterod at 3, Deniston Ave, Bexley, Kent DA5 3HL, tel 0181 300 6892.

HMS Garlies (K475) reunion is on September 6 at the Union Jack Club, Waterloo, London. Details from M.W. (Putty) Read, tel 01344 55072.

HMS Pearl shipmates will plant and dedicate an oak tree to all who served aboard. The ceremony will be at the National Memorial Arboretum, Alrewas, Staffs, at midday on September 9. Details from Geoff Lancashire on 0181 422 2357.

HMS Stalker and 809 Sqdn reunion at the Waverley Hotel, Crewe, on September 12. Contact Jepp Holmes, Old Rectory Cottage, Packington Lane, Maxstoke, Colehill, Warwickshire B46 2QP (01675 463327) or D. Roberts on 01782 561052.

HMS Falcon (Haffar): Anyone wishing to attend the reunion on September 19 at Tamworth RNA is asked to submit names and numbers (for catering) to Alan Stafford on 01827 282324.

Does anyone know anything about this boat? Contact Lt Cdr Dormer at Yew Tree Cottage, Dittisham, Dartmouth, Devon TQ6 0EX, tel 01803 722272.

Old Pangbournians: Did you leave the college 25 or so years ago? And did you leave a blanket of tallies and badges? If you want it back – it's in good condition – contact ex-CPO Murton, 18, Burnridge Close, Calcut, Berks RG31 7ZU.

HMS Relentless (H85) c1940-45: Does anyone have a photograph of this ship during the specified dates? It is needed for duplication as a memento, and will be returned. Contact POWEA/AD Doody, PO's Mess, HMS Newcastle, BFPO 343.

HMS Dampier 1954-56: Has anyone got a copy of the ship's magazine for the Far East commission – remember the uckers match with Buggy Blount and Dinger Bell? Graham Boughton would like to borrow a copy. Contact him at 30, Linkside Rd, Bishop's Stortford, Herts CM23 5LR.

Badges: Does anyone have a red (extinct) 1939 Rangetaker 3 badge (RT3) also a red Control Rate 1st Class (CR1) badge available for sale, or have any knowledge of where to get them? Contact W.E. Hunt at 29, Astens Fields, Battle, East Sussex TN33 0HP, tel 01424 773482.

HMS Newcastle 1952-58: The Far East years – reunion is at the RSHC on September 19. Details from Ray Young, 109, Westermoor, Washington, Tyne and Wear NE37 1LT, tel 0191 416 7959, e-mail RYoung25@Compuserve.com

HMS Goldcrest reunion is on September 26 in Haverfordwest. Contact D. Hutton at 44, Railway Rd, Urmsport, Manchester M41 0XW, tel 0161 748 6681.

HMS Morecambe Bay Association 1949-56 reunion is planned for September 26 at the Victory Club, HMS Nelson, Portsmouth. Details from G. Harrison at 18, Tamella Way, Botley, Hants SO30 2NY, tel 01489 787111.

Super T Class Club will be holding a reunion in the Prison Officers Club, Gosport, on September 26 – note change of weekend from October, to coincide with SOCA reunion. Details on 07050 232521.

OCTOBER

Old Norfolk Association reunion will be held in Plymouth on October 10. Members on mailing list will receive details in due course. Anyone else interested should contact E.W. Jewell on 01752 341614.

HMS Saumarez reunion will be at the RN Engineers Benevolent Memorial Club in Southsea on October 10. Details from M.J. Salter on 01249 712525.

Gibraltar and Spain reunion will be on October 17-26, includes Trafalgar Day ceremony and dinner, RN liaison and ship visits and visits to Cadiz, Seville, Jerez, Tangiers etc. Contact Oliver Wright (Gibraltar Tour), Petering 15, High St, Hampton Hill, Middx TW12 1NB.

HMS Adamant submarine depot ship reunion will be at the Burlington Hotel, Eastbourne, on October 23-26. For details ring 01228 514570.

HMS Alert 1961-63 reunion is at Leamington Spa on October 24. Details from Cox on 01202 482548.

Aircraft Artificers Jan and May 1949 entries: a joint reunion is to be held on October 30-31 on the outskirts of Worcester. Details from Alan Hyde at 85, Morningtons, Harlow, Essex CM19 4QJ, tel 01279 415876.

RAF and Defence Fire Service Association reunion will be at the end of October, possibly in Leeds. For details, contact Bob Feather, Co-ordinator North, Bank House, Railway Cottages, Station Rd, Bolton Percy, York YO23 7AP, tel 01904 744375.

HMS Wizard and HMS Cadiz Joint Association all commissions, ranks and rates welcome at autumn reunion in Liverpool in October. For details send SAE to Harry Fox, Maroheto, Church Lane, Meriden, Coventry CV7 7HX, tel 01676 523296.

NOVEMBER

HMS Constance 1945-51 (the Forty-Niners Association) reunion will be in London on November 7-8. Details from Ernie Balderson, 43, Old Place, Sleaford, Lincs NG34 7HR, tel 01529 413410.

HMS Swiftsure Association cruiser and submarine reunion will be on November 13-15 in Wells, Somerset – the illuminated carnival takes place during this weekend. Details from David George, Mullion, Shipton Green, Chichester, Sussex PO20 7BZ, tel 01243 512998.

Broadsword Association: All who served in the ship's company of HMS Broadsword who wish to attend a reunion in Chester on November 14 should contact Keith Roberts at 1, Sunningdale Close, Nailsea, Bristol BS48 2UJ, or Terry Lee on 0117 975 6735.

■ Material submitted for this page should be brief and clearly written – if possible, typed or printed.

■ All entries are free of charge.

■ Items cannot normally be repeated other than in special circumstances.

■ Reunions appear in date order, and requests to place an entry in a particular edition cannot always be met.

■ There may be some delay before items appear, due to the popularity of the page and pressure of space.

■ Items pertaining to commercial work, books and publications for profit may be declined through lack of space – in such circumstances the advertising department can help with a paid-for entry on another page; contact 01705 725062.



Calling Old Shipmates

HMS Cavalier: Danny Thornton is trying to find Douglas Baker, an old Army colleague from Chatham who served as canteen manager in HMS Cavalier – he was almost certainly on the ship in 1965. If anyone can help, contact Danny at 9, Templegate Ave, Whitkirk, Leeds LS15 0HB, tel 0113 264 1773.

HMS Eagle 1964-66: Dave Brighton is searching for RN signalmen from the fourth commission – Lou Rowson, Texas Scott, Charlie Cosker, Slinger Woods, Sandy Nabbs, Chris Childs, Bob Flint and others, for eventual reunion. Contact Dave at 01420 563944.

HMS Exeter (D89): Any members who served in the Falklands War under the command of Capt Hugh Balfour who would be interested in a reunion should contact R. Cornall (Pastie), 3, Thirlmere Close, Stalybridge, Cheshire SK15 1ER, tel 0161 304 7364.

HMS Burghhead Bay: Peter Evans recently met three old shipmates, and they would like to contact others who joined the ship on July 2 1954 and left on December 6, 1955 after a cruise to the West Indies. Ring Peter on 01222 258895 or write to 59, Doyle Ave, Fairwater, Cardiff CF5 3HT.

Possible reunion?

HMS Sharpshooter 1939: Any ship's company out there is asked to contact Tom King, ex-PO Gunner, at 639 South Eighth St, Saxon Gate East, Central Milton Keynes MK9 3DE, tel 01908 666548.

LST 3001/HMS Sphinx: P. Lobley wants to contact anyone who served on or there in 1945-46: 32, Limerick Gdns, Cranham, Essex RM14 1HZ, tel 01708 500658.

White Ensign Fellowship: All ex-RN personnel from any era – the Fellowship will try to put you in touch with old shipmates. Send SAE to WEF, 5, Cumberland Place, South Shields NE34 7JB, or web page <http://home.clara.net/djrev>

HMS Collingwood from commissioning on January 10, 1940 to present, whether training, ship's company, on course, civilians etc – all welcome to join the HMS Collingwood Association. First reunion is in the pipeline. Send SAE (A5) or stamps for details to Mike Crowe, 7, Heath Rd, Lake, Sandown PO36 8PG.

HMS Gambia Association looking for Richardson brothers, 'Scouse' Cockbill et al – any ex-Electrical Messdeck and other ex-Gambians. Details from Mike Crowe, 7, Heath Rd, Lake, Sandown PO36 8PG.

HO 188 Squad RM (1942), Plymouth Division: E. Dennis Chapman is still searching for survivors of this renowned squad, who did a 30-mile march in under six hours in 1942. Contact Mr Chapman at Flat 2, 8, Rochester Rd, North Hill, Plymouth PL4 6HU, tel 01752 223267.

HMS Raleigh: Anyone who served at Raleigh and would like to become a member of a new association should contact John Beresford at The Oaks, 39, Masey Rd, Exmouth, Devon EX8 4AR.

HMS Consort: Ted Harrison wishes to hear from ship's company from the latter part of 1953 while she was refitting at Singapore – some were attached to Army units, and he would particularly like to hear from those who served with the east Yorkshire Regiment, and members of the ship's boxing team. Contact Ted at 37, Ford Park Rd, Mutfley, Plymouth PL4 6NU.

HMS Ulster 1957-58 (West Indies): Ginger Gillon, Scouse Gallagher, Taff Jones, Joe Merchant (Tanky) and the rest of the gang should contact Taff Owen on 01407 763666 (work) or 01407 740902 (home). Also Frank Baker, Fleet Chief HMS Raleigh 1975 and HMS Grenville 1959 (Icelandic patrols), please contact Taff at above numbers.

HMS Shuttle 1943-44 (Mediterranean): Jim Joy, ex Sto/Mech, would be glad to hear from shipmates who served with him. Telephone 01347 878267.

Paddy McAlpine: Boy Seaman Sam 'Paddy' McAlpine joined HMS Concord for the Far East in Portsmouth, 1947. Any old mates or NAAFI rangers remember him? Telephone 01960 365642.

"Zed" Webb: Does anyone know where Engine Room Artificer E.J. "Zed" Webb is? He passed out at HMS Caledonia in May 1961. Any info to Mr P. Nicholls, "Caledonia", Mill St, Prees, nr Whitchurch, Shropshire SY13 2DH, or tel 01948 840580 week nights after 6pm.

AIRCRAFT OF THE ROYAL NAVY No 21



● A Dragonfly HR 3 serving at RN air station Lossiemouth in the mid-1950s.

Westland Dragonfly

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Their aircraft were used extensively during the 1950s on board aircraft carriers and fulfilled communication, 'plane guard' and rescue roles. Two Dragonflies were also issued to each of the Navy's coastal air stations, succeeding the elderly Sea Otter biplane amphibians as air-sea rescue aircraft.

In that role the Dragonfly is probably best remembered for its humanitarian work in the

wake of the flood disaster in the Netherlands in 1953.

And in that year the importance with which the Navy viewed its new type of aircraft was emphasised when Dragonflies were given the honour of leading the massed fly-past of Naval aircraft during the Coronation Fleet Review at Spithead.

Naval variants of the aircraft were the initial production version, the HR 1, the HR 3 – the principal production variant of which 50 were built – and the HR 5.

In 1961 the Dragonfly was issued to an air experience flight to train officer cadets at Britannia Royal Naval College Dartmouth. But by then it had been replaced as a front-line aircraft by the bigger and more powerful Whirlwind helicopter.

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Education & Courses



Daniel Wright, competition prize winner with Mr Roger Hull, Head Teacher of Underwood C of E primary school (left) and Mr Flowers, Daniel's grandfather (right)

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Hats off to Daniel!

HATS OFF to Daniel! Seven-year-old Daniel Wright is the winner of the Britannica Encyclopaedia Competition, set in the March issue of *Navy News*.

Daniel was persuaded to enter the competition by his grandad, former submariner Mac Flowers. His correctly answered questions were picked out in the draw, winning a complete set of Children's Encyclopaedia Britannica on CD Rom for his school, Underwood Church of England Primary.

Daniel's school is the focal point of his village and accommodates 150 junior and infants with each class having its own computer.

Daniel and his grandad presented the prize to a delighted head teacher, Mr Hull, who said: "This prize will benefit every child and teacher in the school."

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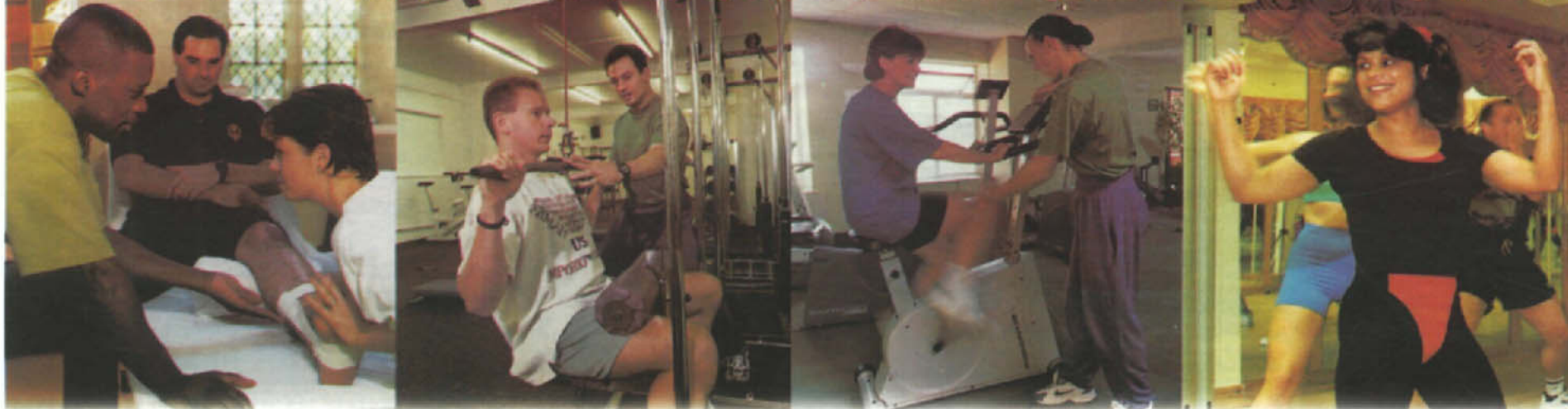
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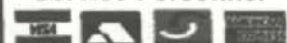
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ON PAGE 32**

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Plea over medal for survivor

AN APPEAL to Prime Minister Tony Blair is to be made by Skipton & District branch of the RNA in a bid to get a campaign medal awarded posthumously to a survivor of an epic lifeboat voyage.

Walter Carney, who died last year, was a Royal Navy rating who survived a 23-day ordeal in a lifeboat after the passenger steamer Britannia was attacked 600 miles off Sierra Leone in 1941.

In recent years Walter applied for the Atlantic Star – the Battle of the Atlantic campaign medal – but was told that he was not eligible as he had not spent at least 180 at sea in the Atlantic war zone.

Mr Carney was a member of Burnley and Pendle Ex-Naval Association whose members regularly hold joint social events with Skipton branch. Skipton secretary, Shipmate Shirley Haigh, said: "We were very upset when we heard of his death, and we will write to Mr Blair to see if it is possible for his family to receive the Star."

A Navy spokesperson said: "The courage and endurance shown by Mr Carney and the many others who served in the Battle of the Atlantic is admired and appreciated by the Royal Navy."

"While we are sympathetic over the fact that Mr Carney is not eligible to receive the Atlantic Star, the criteria for such an award were laid down over 50 years ago. To make an exception in one case would not be fair to the many others who fought in the Atlantic but like him did not spend the required time at sea in those waters."

Wetherby backs a racing winner

THE ROYAL Naval Association has spent an evening at the races – and won heavily. Thousands turned up to the RNA's first charity racing event, arranged by Wetherby branch at the town's famous racecourse.



WETHERBY branch of the RNA takes charge of the crest of HMS Ceres, the RN Supply School in the area which closed in 1958 after being in commission for 12 years.

The crest was presented by Dennis Hall at the RNA race meeting. Mr Hall is Governor of Wetherby Young Offenders Institute, where the crest has hung for the past 41 years.

It was received by the branch secretary, Shipmate Richard Knight. Also in the picture are branch chairman, Shipmate John Uttley; Cdr Stephen Foster RNR; and Shipmate John Dinnewell of Wetherby branch.

Cdr Foster was the CO of HMS Ceres, the Yeadon, Leeds RNR unit, when it closed in 1994. He is now CO of HMS Forward, the Birmingham RNR unit.

President of No. 11 Area, Shipmate David Dennis, said the success of the evening surpassed all expectations.

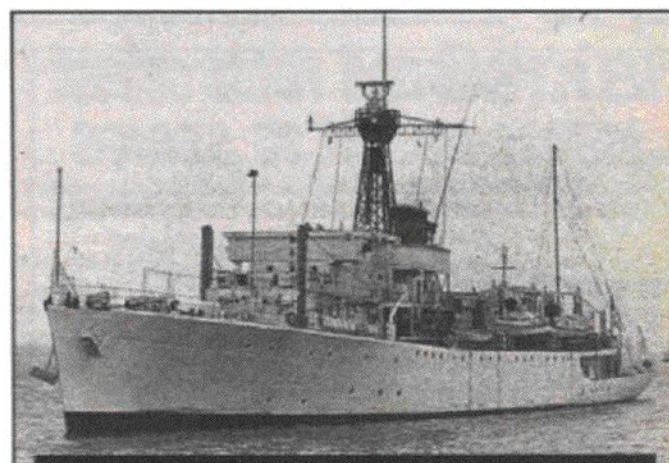
"We never expected such a huge turn-out," he said. "Twenty-two branches from the North alone turned out in support."

Wetherby branch, which was commissioned only two years ago, achieved coverage for the meeting on TV, radio and in the national and regional press. Each of the six races, which began at 6.05, were given titles with a nautical flavour.

"We worked on the event for a full year," said branch public relations officer Shipmate Tony Pickard. "We were well supported with RN displays, Royal Marines buglers and Harrogate Sea Cadet band. It was a tremendous Naval social gathering."

It was excellent publicity for the Association, said Shipmate Dennis, who is also the RNA's National PRO. "It not only put the RN and RNA firmly back on the Wetherby map 40 years since the last Navy presence in the town, but gained us national coverage, showing just how active and ambitious we are as an Association."

To top it all, the racecourse management was so impressed with the event that the RNA has been asked back next year.



PICTURE PUZZLE

Mr R. Hayter of Knebworth, Herts. was winner of our competition in the May edition. He identified the mystery picture as that of the destroyer HMS Cambrian. The absence of a pennant number was probably due to the fact that she was stationed in the Far East during the Indonesian Confrontation in the early 1960s.

His reply was picked at random, and he receives our cash prize of £30. For another £30 – which three names were given to the ship in this month's picture?

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is August 15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our September edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 41

Name

Address

My answer

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CONTINUED FROM
PAGE 31

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Association

Peter 'so very proud' over lifeboat name

PRESIDENT of the South Wales branch, Pontllanfraith, has received the rare honour of having an RNLI lifeboat named after him – along with his wife.

Death of Bismarck survivor

ONE of only 110 survivors of the German battleship Bismarck, Hans Zimmermann, has died in Hamburg.

Most of the ship's complement of over 2,000 officers and men died when she was sunk on May 27, 1941.

Hans was well-known in several RNA branches and kept in touch with the Maori, Dorsetshire and Hood associations.

Shipmate Peter Fulton, who retired from the RNR as a lieutenant-commander in the 1970s, told *Navy News* he was speechless with surprise when he was told the Royal National Lifeboat Institution was taking the step in recognition of 25 years of voluntary work he put in to train lifeboat crewmen.

The Severn-class boat, RNLB Peter and Marion Fulton, will be based at the RNLI's new training facility at Poole, which was officially opened by Peter at the same time as the boat was named.

"It's absolutely fantastic to receive this honour," said Peter.

"I'm very proud indeed. It's good at the age of 72 to feel that you are appreciated in this way."

Peter joined the RN in 1941, serving as a communications rating in minesweepers and rising to the rank of commissioned communications officer.

Reserves

He left the regular Service in 1956, but joined the Reserves, eventually retiring in the 1970s. After a career with ICI he started helping the RNLI by analysing training needs and fitting out a prototype mobile training unit.

He wrote the documentation for pilot courses which he ran before



● Peter and Marion Fulton on board the lifeboat that has been named after them.

the RNLI employed a full-time instructor. Since then he has written training manuals for every class of lifeboat, as well as radar, navigation, chartwork and communications. In 1995 he was awarded an honorary life governorship of the Institution.

Peter, who celebrates his golden wedding in August, said it was appropriate that Marion's name should be with his on the boat. "Apart from the fact that she has been involved in collecting work, I couldn't have done what I did without her support."

RNA TRIBUTE TO ADMIRAL POPE

GENERAL Secretary of the RNA, Capt Bob McQueen RN (ret'd) has paid tribute to a former President of the Association, Vice Admiral Sir Ernle Pope, who died on May 21, aged 76.

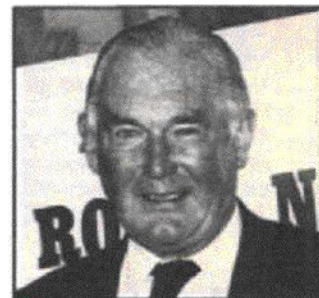
Capt McQueen said Admiral Pope, during his presidency in 1976-87, "very quietly set about improving the organisation of the Association. He brought in a retired senior supply officer to

update the organisation who did a super job.

"Admiral Pope was widely respected and admired in the RNA and by the Naval community as a whole." (See Deaths – page 28).

Members of Arbroath branch also mourn their founder member and chairman, Shipmate Joe Riley OBE. He was a National Council member representing Scottish Area.

Kingston upon Thames branch have lost their founder member and past chairman, Shipmate Bob Criddle, whose funeral was attended by his fellow vice president of the branch, Rear Admiral Bill Cook.



● Admiral Sir Ernle Pope.

Around the Branches

Derby

Founder member of Derby's RNA and Submarine Old Comrades Association branches, Shipmate Jack Thomas has been honoured with life membership – twice over.

More than 50 shipmates – including members of SOCA, the RMA and the FAA Association – attended a ceremony in which ex-submariner Jack received the tributes from both the RNA and SOCA. The presentations were made by the vice president of both branches, Cdr Simon Middlemas RN.

For the second year running the branch has won the Norman Brough Trophy – No. 9 Area's annual award for recruiting.

Leicester

A buffet supper party was how the branch chose to celebrate its 21st anniversary, with 40 shipmates and wives attending. The toast was proposed by the chairman, Shipmate Alan Plant, and

Shipmate Rose Bartlett and the ladies provided the supper.

Rose and Shipmate Joyce McGruer were presented with small silver caskets in appreciation of their fund-raising.

Runcorn

Tribute was paid at the annual general meeting to the secretary, Shipmate John Pickering, for his hard work. Shipmate Wally Henry, who served as treasurer and chairman, was elected president.

Woking

With members of other ex-Service organisations, shipmates under the direction of parade marshal Ron Fraser will take part on July 26 in the last night of a week of concerts organised by the borough council.

The concerts feature the BBC Concert and Royal Philharmonic Orchestras, and the Band of the Coldstream Guards. Branch members will parade as the band plays *The 1812 Overture*.

And from September the branch will be involved with Radio Wey in giving half-hour talks to St Peter's, Ashford and Weybridge hospital patients.

The flag of St George led a parade of 32 standards for the tenth annual St George's parade organised by the branch.

A service, conducted by the Rev Barry Grimster assisted by lay preacher Ken Allison, was attended by members of the Royal British Legion, Normandy Veterans Association, Association of Wrens, RAF Association, RMR Association and Woking Sea and Army Cadet units.

The salute was taken by the Mayor, and a reception was hosted by the branch.

Newport (S. Wales)

Shipmate Karen Welch's energetic fund-raising allowed the branch standard to be dedicated in style at no cost to branch funds. The event was attended by members of many neighbouring RNA branches.

Newport branch meets at 1930 on the first and third Tuesdays of each month in the Police Club, Cardiff Road.

Wisbech

Shipmates Maurice and Hilda Sheldrake were awarded life memberships for their long service as chairman and secretary respectively. The presentation was made by Shipmate Doug Carter, National Council member for No. 5 Area.

Over the past ten years £14,000 has been donated by the branch to charities, and its contribution to the RNA investment fund now stands at £30 per head.

Wigston

A gala lamp-swinging session ensued when three shipmates who were the first to hold office when the branch was formed in 1970, decided to hold a reunion.

Shipmates Dave Barker (former social secretary) and Brian Trueman (former secretary) travelled to Brixham to meet Shipmate Doug Wilson (former treasurer).

Kettering

Shipmate Ray Waters is not given to flexing his muscles in public. But on holiday in Spain, with fellow shipmates, he was tempted to do so – and won the title of Mr. Musclemen of Torreblanca.

His physique won him a bottle of champagne, a certificate – and the admiration of the nine other finalists, including eight Spanish senior citizens.

Harwich

The ship's company of visiting minesweeper HMS Orwell were treated to a branch social, and reciprocated by inviting members on board.

A reception for the visitors was also attended by the branch secretary, Shipmate J. Quaintance, and welfare officer, Shipmate Eddy Bennet who had served in the wartime destroyer HMS Orwell.

Beccles

The battle ensign of the World War II destroyer HMS St Kitts was presented to the branch by Shipmate Ron Toulson, who served in the ship as an ERA in 1944-47. The ensign was received by branch president, Shipmate Richard Ling, who also served in the ship.

Chatham

The branch's new standard was dedicated at a service conducted by branch chaplain, the Rev. David

Preston, in St Barnabas Church. Nine standards were paraded, including that of No. 2 Area.

The event was attended by the first Mayor of the new Medway Council, Shipmate Cllr Norman Carter, and Area president, Commodore Derek Pattison.

Newark

Shipmate Cyril (Siggy) Kirk, branch PRO and social secretary was awarded life membership shortly before he was admitted to hospital. Siggy, an ex-PO, was presented with the award by branch chairman, Shipmate George Woodward.

A 'race night' attended by 120 punters raised £575, helped by sponsorship from local businesses.

And the branch hosted a social event for shipmates throughout No. 9 Area.

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THIS WAS Royal Leamington Spa's HQ just days before the branch was due to celebrate its 50th anniversary.

In torrential rain, the River Leam burst its banks, flooding the building and covering carpets and fittings with a residue of mud. Undaunted, branch members set about to work non-stop to repair the damage, which they managed to do in time for the big day.

The event was marked with a parade and service of rededication attended by 400 shipmates and guests at All Saints Church.

The parade, displaying 28 standards – and led by that of No. 8 Area – marched to the war memorial to the music of the band of TS Vernon, supported by TS Bacchante. After a wreath-laying ceremony the salute was taken by the General Secretary, Capt Bob McQueen RN (ret'd); by Area president, Shipmate R. Coates; and by the Chair of Warwick District Council and the Mayors of Leamington, Whitnash and Kenilworth. Later there was a reception at the branch HQ.

● **Making a splash** – the Jeep Wrangler 4.0 Sahara from Chrysler with soft-top option, which adds just over £800 plus VAT to the price of the vehicle, and is so easy to fit that a ten-year-old could do it, as proved by road-tester Glynn Williams's son Nick.



Jeep and cheerful

There are few truly universal vehicles that have stood the test of time like the Jeep, the original off-roader.

Conceived from wartime necessity and born of ingenuity, the original Willys Jeep was created to meet the US Army's need for a "light reconnaissance vehicle".

Today under the Chrysler banner there are several Jeep models, like the Cherokee and Grand Cherokee, sophisticated and luxurious but designed to go on and off road with astounding capabilities.

But for fun there is nothing to match the latest derivation of the original Willys, the Wrangler, which gives durability and lusty performance with a choice of petrol engines from 2.5- to 4-litre

in a light but sturdy and manoeuvrable buggy, weighing just 1,610kg.

Basically it's a great fun machine, priced from £14,220 on the road for the 2.5 Sport to £18,520 for the Sahara automatic which was the version tested.

One penalty of the 4-litre is fuel consumption, officially averaging

around 20mpg – but I eked out a marginally better return without pussy-footing, on dual carriageway, back lanes, and yes, green lanes too.

The Sahara comes with a removable hard top as standard – fine if you have confidence in the weather forecasts, but for the test the car had the optional additional soft top which costs £807.48 plus VAT.

If you're ham-fisted you might find fitting the "ragtop" with a downpour developing something of a challenge, but after one practice run my ten-year-old son Nick – who can be picky about cars but loved this one – had it off to a tee.

With the soft top pulled tautly over the built-in roll cage it can be pleasantly calm motoring roof up, brilliantly breezy with it down.

Or you can compromise and just remove the side and rear windows, if the weather looks threatening.

Quadra-link suspension gives an excellent ride on the road, with not too much movement on the tyres,

and off-road it's even better, with amazing axle angles for maintaining maximum traction – and it comes with underbody skid plates, because it's a real off-roader, not just for the urban John Waynes.

It is a sophisticated two-plus-two, even if fashionable retro looks make it appear deceptively rudimentary.

CAR FACTS

MODEL: Jeep Wrangler Sahara auto.

PRICE: £18,520.

INSURANCE: Group 14.

ENGINE: 4-litre six-cylinder petrol injection producing 184bhp.

TRANSMISSION: Three-speed automatic with switchable two and all-wheel drive, high and low ratios.

PERFORMANCE: 0-60mph – under 10 sec; top speed 109 mph.

ECONOMY: averaging about 20mpg.

Safety equipment includes twin airbags, and the seating is good with high-back seats in the front, although those in the back are more for occasional use and need to be folded forward if you want to carry a bulky load or take the dogs.

But drive a Wrangler and it instantly evokes a fun response from those around you.

Take them for a ride and you will find that what might seem a cowboy wagon to some comes from excellent bloodstock, and the JD Power satisfaction rating shows you're the smart one, not to be out-gunned.

Aiming for the top of the class

A COMPLETELY new Honda Accord has made its debut, promising to redefine standards in the quality mid-range European car class in an unashamed bid for the title of 1999 Car of the Year.

The British-built new Accord goes into production this month at Honda's Swindon plant, with UK sales scheduled from October 1.

Honda has aimed for class-leading dynamic performance, all versions featuring Honda's advanced VTEC (variable valve-timing) 16-valve petrol engines with balancer shafts for super smoothness.

Power and torque are top of their respective capacity classes, while automatic transmission versions feature switchable racecar-style sequential sports shifts first seen in the current Prelude.

Honda says it will be the best-equipped car in its class, with standard features across the range including air conditioning, remote locking, alarm, and outside temperature gauge.

These are in addition to key safety features like twin frontal airbags, side airbags, front seatbelt pretensioners, all-disc ABS anti-lock braking with electronic brake force distribution, and three-point seatbelts for all three rear seats.

Pricing is scheduled to be announced shortly before launch, but at the end of the day Honda is proud that its new car will be more than 90 per cent recyclable.

Vipers strike at Le Mans

Britain's only current motor racing world champion Justin Bell drove the Chrysler Viper to even greater success with a win in the world's most testing test of car and driver endurance, the Le Mans 24 Hours.

Taking turns at Le Mans with David Donohue and Luca Badoer, Bell (27) helped clock up 317 laps of the 8.4-mile French circuit in the 24 hours, with the Viper GTS-R never missing a beat – and its closest rival finishing nearly 50 miles behind was its sister car.

The closest non-Chrysler challenger in the class was a Porsche 911 GT2 which finished more than 270 miles behind Bell's Viper.

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Atoz built for fun and ferrying

HYUNDAI has broadened its range with the Atoz, which is just as suited to outings as to ferrying kids to school or bags from the superstore.

The Atoz and its luxury stablemate the Atoz+, on sale at £6,999 and £7,999 respectively, have the length and width of a traditional small car but high roofline and neat styling for maximum space, accessibility and adaptability.

The Atoz has five doors and seats five, and is powered by a one litre four-cylinder engine producing 55bhp.

One innovative area is in the choice of transmissions - not only can you opt for automatic transmission, for £699



● The new Hyundai Atoz+.

extra, from August you will be able to specify - for £470 - a semi-automatic system using an electronic clutch.

Both the manual and semi-automatic are capable of 88mph, while the full automatic is capable of 84mph.

The automatic is also less economical, with combined

cycle fuel consumption of a still useful 38.7mpg against 44.8mpg for the other two.

The new models come with three-year unlimited mileage warranties with comprehensive roadside assistance and recovery packages and six-year guarantee against rust-through.

VOLVO has taken the wraps off its new C70 Coupe, a joint venture between Volvo and specialist Tom Walkinshaw Racing (TWR) which produced probably the most exciting car to carry the Volvo badge.

Above all a driver's car, the C70 is offered with a choice of two turbocharged petrol engines.

The smooth new 2.5-litre T engine is equipped with a light pressure turbocharger to produce 193bhp for a 0-62mph acceleration time of 7.8 seconds, while those wanting even more performance can opt for the 2.3-litre T5 engine pumping out 240bhp for a 0-62mph time of just 6.9 seconds.

As with all Volvos there is a high emphasis on occupant protection, with structural technology and safety systems including dual airbags and side airbags.

In the comfort stakes leather-trimmed seats are standard, although the interior trim can be varied in a large combination of materials and colour.

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Options include load-compensating suspension, an electronic route-finding and traffic information system, and traction control.

The cars are not cheap - the on-the-road price for the C70 2.5T is £30,455, and the T5 £32,455.

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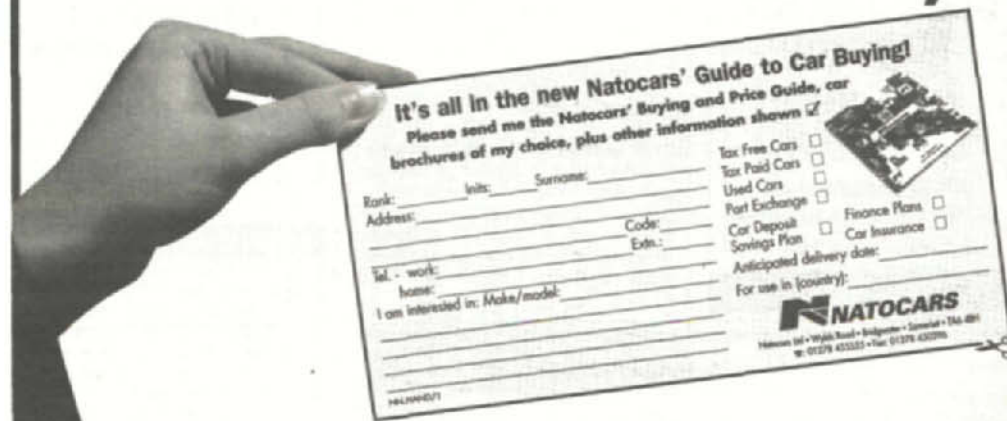
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Athletes SHAPE up

A TEAM of Navy athletes embarked on a short tour of Belgium to acclimatise in the early season.

They faced opposition from Supreme Headquarters Allied Powers Europe (SHAPE) and a combined Dutch team from the Naval base and local athletics club at Den Helder.

Highlights of the SHAPE match were sprint wins for Zoe Hambly, Pippa Routledge and Neal Edwards and the domination of the men's middle distance events by Mark Crossdale, John Potts and Tim Watson.

The Dutch encounter on a stormy evening proved to be much tougher, but Neal Edwards ran well again to take both the 100m and 400m. Zoe Hambly won the 200m and Pippa Routledge won the 400m.

John Potts and Belinda Fear ran bravely to win the 1,500m titles and the hardest race in the conditions, the 5,000m, saw Mark Crossdale and Dai Roberts first and second with Taff White and veteran Bob Chapman finishing well ahead of the Dutch. In the field events Gary Spencer-Smith's long jump and Helen Keeping's javelin results were the only RN wins. Overall, the RN narrowly won the men's match, but lost the ladies.

U25s build on early success

THE ROYAL NAVY Under-25 Cricket Team continue to build on their early success in May with convincing wins against combined London Universities and the London Fire Brigade writes **Lt Cdr Mike Beardall**.

Against the universities side, a good all round bowling and fielding performance by the RN saw the universities team contained at 188 for 8 off their 50 overs. An impressive opening partnership by Mark Toogood (HMS Cumberland) 66 and Tim Berry (BRNC) 67 set the RN youngsters fair to run out convincing winners.

The London Fire Brigade side were bowled out for 168 despite a strong start to their innings. Dave Pinder (HMS Sultan) demolished the tail, returning figures of 4 for 39.

On this occasion it was a team performance with the bat but, at 109 for 6 the RN innings were beginning to look a little unsteady. However, a fine debut performance by Dylan Morgan (HMS Invincible) saved the day with an unbeaten 48 to take the Under-25's unbeaten record to 4 games in a row.

Scorecard: RN U25 v London Universities 21 May: London Univ 188 for 8, Joel 58. RN U25 169 for 6, Noon 29, Morgan 48 not out. Won by 4 wks. The Under-25 interservice competition takes place at Vine Lane, RAF Uxbridge, July 10-12. Supporters are most welcome.

'MIGHTY SAUSAGE' THUMPS LIVERPOOL

IN A THRILLING cup final played at HMS Drake in Devonport Dockyard, Plymouth-based HMS Cumberland beat Portsmouth's HMS Liverpool 2-1 in extra time to scoop the 1998 Midi Ships Soccer Cup.

The annual competition, open to all RN frigates, destroyers and submarines, started in September with 46 sides vying for the prestigious trophy.

The scoring opened for Liverpool with stoker Stan Stanley tapping one past the Cumberland keeper during a goalmouth scramble in the fifteenth minute.

Weapon Engineer Wacker Payne replied for Cumberland in the thirty-fifth minute with a short range chip over the keeper's head after an excellent through-ball from Stoker Tim Timmins.

In a frantic second half which included an outstanding penalty save by man of the match Cumberland Stoker Darren Swift, and a number of woodwork-rattling shots, normal time ended with a 1-1 draw.

During a nail biting 30 minutes of extra time, Operator Mechanic Todd Sweeney slotted the winning penalty past Liverpool's keeper after Operator Mechanic Dave Mooney was fouled in the box.

The match marks the end of a long season for HMS Cumberland's First XI which included matches in Cadiz, Cherbourg and Amsterdam at the end of the involvement in a series of NATO and national naval exercises.

The captain of the football team, the ship's Executive Officer, Lt Cdr Paul Cook, said: "This cup final win marks the culmination of a first-rate season for the ship's team. The lads played their hearts out, cheered on by a full stand of families and supporters, and this win will set us up nicely for some competitive matches during our forthcoming 8 month deployment to the Gulf."

Plymouth

Plymouth Command completed another satisfactory season in the Westward Developments League, finishing in sixth place.

They will be entering the FA Vase next season. They are seeking a new manager now that POPT Nick Haigh has been drafted to Gibraltar. Anyone interested, please contact Lt Cdr John Renwick at HMS Drake ext 68287.

Portsmouth (RN) also had a satisfactory season. The First XI finished 13th and the Second XI were fourth in their respective leagues. In addition, the First XI



● CONGRATULATIONS: Lt Cdr Paul Cook, captain of HMS Cumberland's soccer team, collects the Midi Ships Cup from Capt Philip Wilcocks, CO of HMS Liverpool.

reached the third qualifying round of the SA Cup and also entered the Vase and reached the semi final of the Hampshire Cup. Players wishing to play for the team next season are requested to contact Gary Holland on 01705-355091.

The Club will be running a 1st and 2nd team and again entering the FA Cup and Vase.

STOP PRESS:

THE 1998 MINI SHIPS Soccer Cup final was a hard-fought battle at Southsea between HMS Sceptre and HMS Ledbury.

After an entertaining match the submarine crew won 5-2. Sceptre, currently in refit at Rosyth, ensures that the Cup stays with Submarine Service for the third consecutive year, after victories in 1996 and 1997 by HMS Turbulent.

Celebrity golfers descend on Dryad



● CELEBRITY: Russ Abbott drives from the first tee at Dryad's Southwick Park.

HMS DRYAD'S seventh annual charity golf match attracted a host of celebrities and raised over £17,000 for KGFS.

The event was honoured by the participation of the principal guest, Prince Andrew, and stars of stage and screen who played included Russ Abbott and Jim Davidson.

At the end of a very enjoyable day, the winners were presented with their prizes by the Duke of York, during the evening mess dinner.



● ROWING RESULT (from left) Fiona Fawcett, Camilla Cockshott, Chrissie Proudley, Wendy Lagden and Cox Sara Moseley.

ROWING

HOURS of dedicated training paid off for the RN(W) novice rowing team, who brushed aside the opposition at the interservices championships at Peterborough.

The ladies crossed the line six lengths clear of the Army and RAF.

In brief

Nigel's catch of the day

CHEW VALLEY Lake in Bristol provided an excellent bag for Cpl Nigel Evans (Cdo Logs) in the Navy open boat fly fishing championships.

His catch earned him the RN the individual championship and biggest fish award, and with another great bag from partner Cpl Mick Heelis (CTCRM) he also shared the RN pairs title.



Dry ski slope dates decided

NAVY SKIERS should be starting to limber up for the Service's Artificial Ski Slope Championships on September 30.

For details of the event, to be held in Gloucester, contact WO Gary Cooper, DNLP Room 505 Quay House, The Ambury, Bath BA1 5AB. Tel 01225 472035.

Wrong footed

THE NAVY'S 55th minute goal in the final of the South West Counties Cup was scored by PO Nigel Thwaites, not Chris Long as reported last month.

The goal was a thunderous strike from the right angle of the box which gave Cornwall keeper Penhaligon no chance. Apologies to Nigel.

Brave effort

HMS BRAVE made a mark at the Plymouth and Scotland Area Rifle Association competition at HMS Raleigh.

OM Herriott won the U25 Novice competition, and Brave's PO Whitehouse, LS Pickering, CH Hetherington and CO, Cdr Pettitt, won the team trophy in the plate competition.

Rare result for RN Select

AN RN SELECT team drawn from HMS Montrose and HMS Dumbarton Castle achieved the unique feat of beating the Mount Pleasant Combined Services All Stars in a fierce struggle in the Falklands.

Despite falling behind twice, an outstanding display from the dark blue pack, and ten points from winger LOM Jimmy Green, kept the Navy in touch. With five minutes of the match remaining and following unrelenting Navy pressure, LWEA Taff Owen kicked a decisive drop goal from 30 metres out to edge the RN in front.

Despite a frantic final assault by the All Stars, the RN hung on to win the match 13-12.

Golfers find South Leeds course too tricky

HOPING to emulate last year's success in Yorkshire, the Navy golf team found a young but talented opposition too strong in the annual encounter played over the late May bank holiday weekend, writes **Cdr Gary Skins**.

The match was played over the short but very tricky course at South Leeds Golf Club. Set in a very exposed location and with a very stiff breeze blowing all weekend, the course provided a stern test for the golfers. Following a comfortable win in Saturday's friendly against the club, hopes were high for the main event the following day.

The county had obviously taken the previous year's defeat to heart and the talented locals came out firing on all cylinders during the morning foursomes. The Navy could only manage one win from the five matches leaving a lot of ground to be made up during the afternoon singles - an area in which Navy teams have struggled recently.

The morning win came from team captain CPO Eddie Comerford (Caledonia) playing alongside Scottish Command colleague CPO Billy Sinclair. Sinclair had in fact stepped into the breach at the very last minute follow-

ing late withdrawals to gain his first, and probably only Navy cap as he is due to leave the Service shortly.

The afternoon singles saw something of a revival from the Navy team, a fact which provided encouragement for the management in the light of recent performances. However, taking a commanding lead into the ten matches, the county side were never in danger and duly ran out winners by an overall score of 10 points to 5.

Welcome back

Navy successes post lunch came again from Comerford, rounding off an excellent personal performance, and from Lt Cdr Darryl Whitehead (Invincible), Cpl Chris Graham (RMR Bristol) and 2Lt Scotty Howe (CTCRM). For Howe, a newcomer to the squad this year, the win represented his first success in Navy colours.

The match also marked the return of C/Sgt Bill Parker (847 NAS) to the team following a lengthy absence through operational deployments. Having won this year's RM Corps championship shortly after his return, his experience is a most welcome bonus to the squad.

The following weekend a small but strong Navy team took part in the Graham Butler Trophy at Ferndown in Dorset. The team never really lived up to expectations and although their 9th position was respectable in such esteemed golfing company, the players would be the first to admit that they should have finished higher up the field.

The event marked the reuniting of the foursomes pairing of LAEA (R) Terry Taylor (Sultan) and Lt Guy Norris (810 NAS). The latter had spent most of the previous 18 months deployed and this was their first opportunity to renew a successful partnership.

The two celebrated with a fine performance over the weekend highlighted by a tidy final round of 74 - three over par. The pairing of WEM(R) Alistair Westbury (St Vincent) sadly off form during the event, and MA Scott Gilbert (CTCRM) made up the RN team.

Final preparations are now under way for what promises to be a very competitive Navy Championships to be played over the prestigious east course at Saunton 1-3 July.

Table tennis champions

THIS year it was the Navy's turn to host the interservice table tennis championships and two teams from each of the services descended on HMS Collingwood for the event.

In the team event, the RN A were drawn against the RAF A and Army B, and after losing 10-0 to the RAF, the RN responded with a 10-0 defeat of the Army.

In the other pool, the RN B faced Army A and RAF B and lost both games 10-0 but several notable performances from the RN B in the play-offs earned them an 8-2 win over the Army B to prevent them finishing at the bottom of the table.

The RN A were defeated 9-1 in one of the semi-finals and the RAF A's 9-1 disposal of the Army A gave the RAF A first place, with Army and RN A teams in second and third.

At the RN Individual championships at HMS Collingwood, POMEA Stig Hazell won the singles title and teamed up with LWEEM Pete Staley to win the doubles.

CSTD Paul Lambert won the Singles Plate, S/Lt Brian Hayes won the Handicap Singles and CRS Clayborough won the Veterans title.

And in the intercommands at HMS Drake, Plymouth became 1998 team champions after fighting off a strong challenge from Portsmouth.

Sign up for Adventure

THE NAVY'S return to round-the-world yacht racing starts on December 27 when the Nicholson 55 Adventure unfurls her spinnaker and accelerates across the line at the start of Transglobe 98.

She will be racing two other Service boats from the RAF and Army and there are still places for sailors who would like to take part in one leg of the globe-girdling adventure.

The interservice competition will actually begin in the Solent six weeks earlier, when the three yachts will race each other to the main race starting line. This unofficial phase of the year-long adventure promises to be as hard-fought as any.

The gala start of the main race in Antigua will be followed by a short leg to Panama where Adventure will exchange crews for the first time.

Then she begins the long voyage across the Pacific to Honolulu, Hong Kong, Singapore, Penang, and Cape Town and Buenos Aires will be further staging posts before the yachts cross the Caribbean finishing line in Grenada in November 1999.

Challenge

Exercise Transglobe 98 involves up to 315 Servicemen and an impressive global support effort, a huge challenge for Senior Project Officer Lt Cdr Tim Thorley and his colleagues, who are working from a single Portakabin at the Joint Services Adventurous Sail Training Centre in Gosport.

Vital funds have come from the Services sports lotteries and other sources and the cost of travel to and from the staging posts for the Navy crews alone will be almost £70,000.

But participants will inevitably have to pay a proportion of their costs, although it is likely to be less than £400. A third of each crew must be under 25.

If you are interested in joining Adventure for one leg of Exercise Transglobe 98 (no experience necessary), contact Lt Cdr Thorley on 01705-765003 or look for Transglobe on Stand 22 at this year's Royal Tournament - who knows, you may sign up for the adventure of a lifetime!

Vengeance wins mini ships rugby

HMS VENGEANCE won the Mini-Ships Rugby Cup with an emphatic 53-0 victory over HMS Berkeley in the final at Barrow-in-Furness.

Vengeance dominated the match from the kick-off, converting an early penalty before scrum-half Lt Cdr Vince Dobbin scored the first of eight tries from a forward push over Berkeley's line.

The pack maintained the pressure throughout the first half with tight control in the scrum and at the line-out.

A loose ball inside Berkeley's half kicked on by LOM Leigh Wombwell allowed CPOMEM 'Harry' Holmes to pick up and score the second try on 23 minutes. The third try came shortly before the turnaround, this time Lt Cdr Dobbin breaking from a rolling maul to score under the posts to take Vengeance into a 20-0 lead at half-time.

HMS Berkeley staged a spirited fight back early in the second half, led by stand-off Lt Richard Battrick. Despite some charging runs and a series of line-outs which saw Berkeley edge ever closer to Vengeance's goal line, their pack failed to make the final breakthrough to score.



● Vengeance team captain CCWEA Taff Pritchard

Determined defence by both the forward and back lines repelled successive charges on the 10-metre line.

Pressure

The pressure was eventually broken following a fumble on the 22-yard line which gave possession back to Vengeance, and LOM Wombwell charged through the Berkeley back line to score the fourth try on 54 minutes.

From then on the Vengeance pack reasserted its domination forcing Berkeley back into their own half, where they were effectively encamped for the remainder of the game.

The Vengeance backs supported superbly throughout with some outstanding play from the wingers, LOM 'Cosy' Powell and S/Lt Kevin Miller, who scored the fifth try on 60 minutes following a 30-yard dash up the left touch line. The successful conversion by Lt Cdr Dobbin gave Vengeance a 34-0 lead.

Both teams tired as the game entered the last quarter but it was Vengeance who had sufficient reserves to ensure they could not be caught. Vengeance's captain, CCWEA Taff Pritchard, scored their sixth try with 15 minutes left on the clock, rolling off a maul to go over in the left corner.

Try of the match came straight from the re-start when LOM Powell picked up the ball deep in his own half and set off on a blistering 60-yard run up the right wing to score under the posts. A last try by the hooker, CPOMEA Pete Dow on the final whistle sealed the emphatic victory to Vengeance by 53 points to nil.

CCWEA Pritchard said after the game: "As previous winners of the competition, Berkeley were obviously a team to be reckoned with but we were lucky enough to get a good start and from then on we simply maintained the pressure."

Climbers gather in Gloucester

THE SECOND RN and RM indoor climbing championships at Gloucester was an action-packed competition which attracted 50 competitors.

The 13-metre high walls of the main climbing area and superb bouldering room at The Warehouse Climbing and Leisure Centre again proved to be an ideal venue for the event which attracted many newcomers.

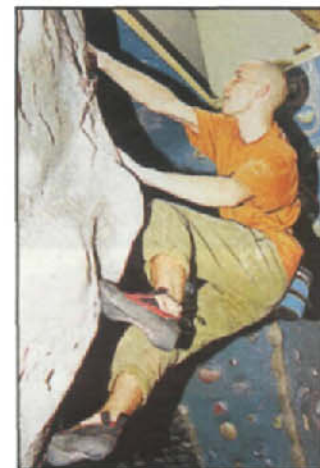
And one of these, LAEM Marty Parry (Culdrose), took first place in the free climbing very severe class after just one year in the sport.

Last year's winner of this class, AB James Barnes (HMS Cumberland) also put in a noteworthy performance. After 'topping out' in the hard very severe to extreme class, he finally came third in the Extreme 2 climb.

CH Rob Smith (Fearless) was in fantastic form, winning the bouldering category after dropping only three points and both the Extreme 2 and final classes of the free climbing category as well.

The competition was sponsored by Cotswold Essential Outdoor, High Places, Edelweiss Ropes and Harnesses, Power Bar and HB Climbing Equipment and prizes were presented by Cdr Brian Davies, Assistant DNPTS.

Other results were: HVS to E1, Mne Will Bridgman (45 Cdo); Best Lady, Lt Kathryn O'Sullivan (Vivid) and Best Veteran, Sgt Chris Marlow (45 Cdo). The team prize went to CTCRM.



● CH Rob Smith tops out on one of the 15 boulder problems at Gloucester.

Rally team top their class

THE ROYAL Navy rally team are top in their class after competing in three rallies in the Safety Devices National Macadam Championship.

After battling through blizzard conditions on the Tour of Epynt in Brecon, the team enjoyed ideal conditions in the Simoniz Tour of Cornwall, but their Peugeot 205 Rallye was just pipped by rising star Tim Hookway.

The motor test circuit at Millbrook was the next venue, with the demanding track destroying three competitors' cars, but by the end of the day the Navy's Skoda Felicia was first in class, giving them the lead in the normally aspirated two-wheel-drive up to 2000cc category, an excellent placing for a 1300 Skoda.

Navy boat leaves the Army standing

THE RN SAILING team recently scored an against-all-odds victory over the Army in the British Kiel Yacht Club's Whitsun regatta.

Despite conceding home-water advantage to a strong Army team skippered by Whitbread Race veteran Nick Bate, the Navy team went on to win all seven races of the regatta giving them a convincing overall victory.

This was the first time the Navy has lifted the trophy in what has traditionally been an event dominated by Army crews. The Royal Marines team skippered by Major James Getgood also put in a strong performance to finish third overall, ahead of the remaining Army teams.

With two Admiral's Cup navigators on board, and four members of the team that recently scored a stunning success in Australia's Southern Cross Series, the strong Navy team was never in danger of getting lost.

However, the crew also contained some new talent with S/Lt Justin Heap (BRNC) and SA Joel Whalley (HMS Drake) representing the RN for the first time.



● Members of the winning team which included S/Lt Justin Heap (Bow), SA Joel Whalley (Mast), Lt Cdr Mike Broughton (Tactician), Lt Cdr Clive Woodman (Helm), POAEM Bob Day (Halyards) and Lt Paul Methven (Navigator).

Marine qualifies for Olympics

ROYAL MARINE Barry Roche finished 11th in the Tornado World Sailing Championships in Bermuda, the highest ranking for a British team in over ten years.

Mne Roche and his civilian partner are now number one in Britain's Tornado class and their boat has qualified for the Sydney Olympics in 2000.



● Lt Cdr Paul de Jonghe is congratulated by The Queen at the interservice show jumping competition at Royal Windsor.

Show jumpers earn the Queen's Plate

NAVY equestrians are celebrating a galloping success at the interservices show jumping competition at Royal Windsor.

The RN team, Lt Cdr Paul de Jonghe (DESO) PO Norman Campbell (Scotia) and LWTR Sharron Brown (Neptune) were in the lead after the first round, displacing the Household Cavalry and Royal Horse Artillery from their usual position.

LW Sharron Brown then jumped a fast round with only four faults for the team to win the Queen's Plate.

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PRI AND UNIT ENQUIRIES WELCOME

Ocean delays 'won't affect operational date'

HMS OCEAN arrives at her base port of Devonport following delays in her acceptance trials.

The 20,500-tonne helicopter carrier had to be repaired at Portsmouth after damaging a propeller bearing during

basin trials at Barrow. And the Ministry of Defence has revealed that an earlier accident in which the ship's bow was holed during her launch in 1995 cost MOD £1 million in repairs.

Ocean conducted contractors' sea trials en route to Plymouth last month,

and as Navy News went to press was expected to begin her programme acceptance phase. The delays she has experienced are not expected to affect her projected operational date next March, said a Ministry of Defence spokesman.



Rating dies after fall from ship

A RATING from the minehunter HMS Sandown has died after falling from the brow of the ship when she was alongside at Kalamata, Greece.

OM(MW) Sean Travers (28) died of head injuries at the Royal Hospital Haslar after being flown to Britain following emergency treatment in Greece.

OM Travers was on duty at the time of the accident in which he fell on to the jetty. A Naval inquiry was being held.

HMS Sandown is one of three minehunters of the Clyde-based Third Mine Countermeasures Squadron currently on deployment in the Mediterranean following training exercises in the Gulf.

Euro court ruling goes against bomb-test veterans

BRITISH nuclear test veterans seeking compensation for illnesses they have suffered since the Pacific tests have been told by the European Court of Human Rights that they do not have a case.

The court ruled in favour of the Ministry of Defence in two test cases brought on behalf of 22,000 ex-Service people – including many Naval personnel – and 1,000 civilians.

In welcoming the ruling, Defence Minister John Spellar said the documents provided to the court showed that the Servicemen present at the tests were too far from the detonations to receive a measurable radiation dose.

Large studies by the National Radiological Protection Board and the Imperial Cancer Research Fund showed that there was no excessive ill health among the veterans as a group.

Visit to Poland goes down in the Naval history books

INVINCIBLE IS FIRST CARRIER IN BALTIC

FOR WHAT is believed to be the first time, a Royal Navy aircraft carrier was leaving Britain to enter the Baltic Sea, as Navy News went to press.

HMS Invincible was visiting Poland in a deployment which – given the offensive power of carriers – would have been almost unthinkable before the break up of the Soviet-led Eastern Bloc.

It is being seen as a highly significant event, and follows closely on the successful Partnership for Peace visit by HMS Somerset last month. It also coincides with the visit to Plymouth of a Russian admiral (see front page).

Invincible was visiting Gdynia on July 25-29 to attend the Polish Navy's 80th anniversary celebrations – and her Sea Harriers were

due to take part in an international air show at the nearby naval air base of Babie Doly.

Rear Admiral Peter Franklyn, Flag Officer Surface Flotilla, was flying his flag in Invincible, and high-level meetings were expected to take place during the visit. Poland's proposed entry into NATO would almost certainly be on the agenda.

As in Somerset's deployment to Russia, a Royal Marines Band will be involved in the visit and will give concerts at Gdansk, Sopot and Gdynia.

Princess launches 12th HMS Kent

THE LATEST Type 23 frigate, HMS Kent, travels down the slipway after being launched by Princess Alexandra at GEC-Marine's Yarrow yard at Scotstoun, Glasgow.

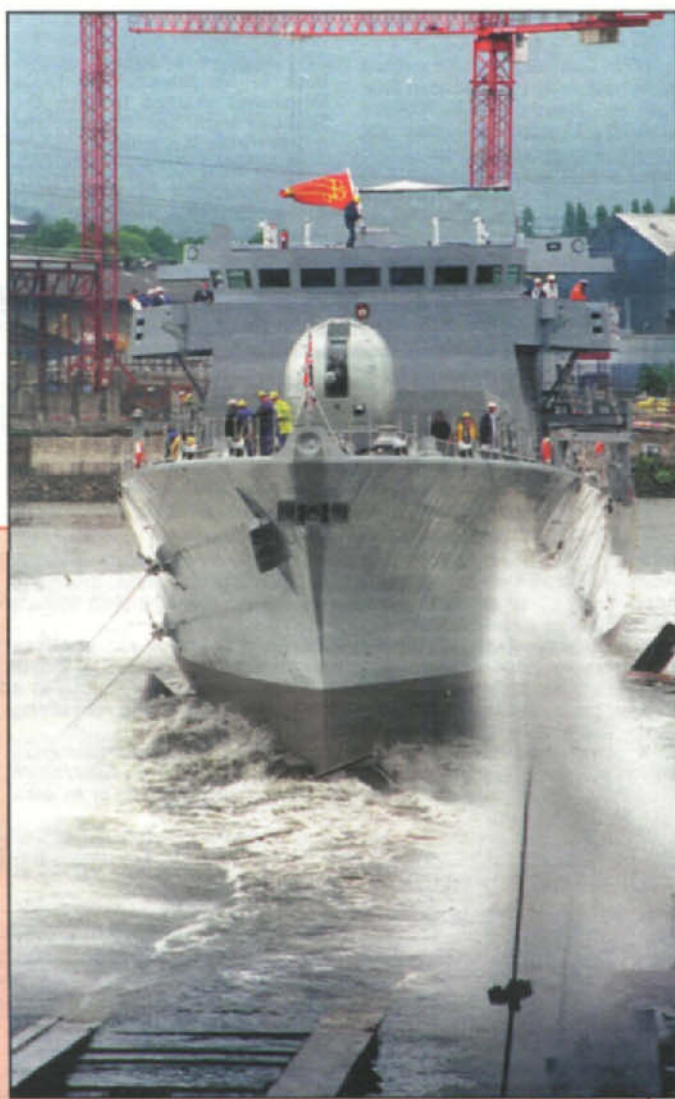
Among those present was the First Sea Lord, Admiral Sir Jock Slater, a former commanding officer of the previous HMS Kent, a County-class cruiser which was scrapped in India last year.

The new Kent is the 14th Type 23 to be built and the

12th Royal Navy ship to bear the name, which dates back to a vessel of Charles II's fleet.

Other ships of the name included an armoured cruiser which fought in the Battle of the Falkland Islands in 1914, and a Second World War cruiser which saw action in the Atlantic, Mediterranean, Arctic and off Normandy.

Also being built at Scotstoun are the last two ships of the class on order – HMS Portland and HMS St Albans.



Survey ships switch A for H

PENNANT numbers of Royal Navy survey ships have changed to further emphasise their increased warship role.

Previously classed as auxiliaries, the ships carried the prefix letter A before their numbers. This has now been changed to H, with the exception of HMS Endurance which will continue to carry the number A171 to reflect her unique status when operating in Antarctic Treaty waters.

Last year all the ships of the

Hydrographic Surveying Squadron – except Endurance – completed their livery change from white to grey in line with their new role in combat survey operations and rapid environmental assessment. HMS Endurance retains her red hull, white superstructure and buff smoke stack.

HMS Scott (H131), the squadron's largest ship, returned to Devonport on June 19 after completing her first operational survey period in the North Atlantic. During her deployment she surveyed

36,000 sq miles of the sea floor, and, despite poor weather, produced quality 3-D data never before obtained.

Her visits included the Azores, Madeira and Lisbon – where she was the venue for an Expo 98 reception for 400 guests, hosted by the British Ambassador and the Lord Mayor of London.

After a maintenance period and sea training, Scott will leave in the autumn for a year-long deployment to the Indian Ocean.

NATO 'means business' over Kosovo

NATO "means business" in warnings to Serbia over its attacks on Albanians in Kosovo, said Defence Secretary George Robertson.

RAF Jaguar ground attack aircraft took part in a big NATO air exercise – codenamed Determined Falcon – over Macedonia and Albania in June.

"This is not just Defence Ministers rattling sabres," said Mr Robertson. "It is time for Belgrade to get the message that NATO means business." Eighty-three aircraft from 16 nations were deployed.

Although no announcement about any planned involvement of Royal Navy units had been made as Navy News went to press, Mr

Robertson said that no measures would be ruled out.

However, reports that a military evacuation of British nationals from Cyprus was imminent have been discounted by the Foreign Office.

Tension between the Greek and Turkish Cypriots grew over a plan by the Greek Cypriot government to install surface-to-air missiles.

But while the British Foreign Office acknowledges that contingency plans exist for evacuation, a spokesman said that there was no intention to put them into effect at present.

Marines in Eritrea win high praise

ROYAL Marines who took part in a successful rescue of 44 UK citizens caught up in the Ethiopia-Eritrea war, have been praised by the Defence Secretary, along with their RAF colleagues.

A party of 18 Marines were on board an RAF Hercules transport which airlifted the Britons and other Europeans from Asmara during a rapidly-organised international evacuation operation.

George Robertson said: "Once again, UK Armed Forces have demonstrated that they can react immediately to rapidly worsening situations. I am very proud of the way this Hercules crew and the Marines have put their training and skills to such effective use in order to protect our citizens overseas, whom I am extremely pleased are now safe."

Compulsory jabs cannot be ruled out

COMPULSORY anthrax vaccinations for Service people in war zones where biological attack could be a threat, is not being ruled out by the Ministry of Defence.

Confirming that the issue of compulsory vaccination was under review, a Ministry of Defence spokesman said that only 17 per cent of sailors in the Gulf region during the recent crisis came forward for vaccination.

For those based on land, where the threat was perceived to be higher, the take-up rate was 54 per cent.

However it is believed unlikely that any decision to introduce compulsory jabs would be made unless the threat was deemed to be high.

Glasgow returns

HMS GLASGOW marked her return to duty after almost two years in refit, when she rededicated at Portsmouth on June 11.

The Type 42 destroyer was launched in 1976 by the wife of a former C-in-C Fleet, Lady Treacher – who was guest of honour at the rededication.

